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Hongkong, 9th December, 1914. 119

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8.00 " to 10.00 " ... " 10 "
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12.45 p.m. to 1.15 " ... " 10 "
1.15 " to 1.45 " ... " 15 "
1.45 " to 2.15 " ... " 10 "
2.15 " to 5.00 " ... " 15 "
5.00 " to 8.10 " ... " 10 "

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¥40 {£ 30 / Y 35}	Shanghai (S.M.R. Str.) Lv.	[illegible]	Tues.	Sat.
	Tsingtao " Ar.	"	—	Mon.
	Dairen " Ar.		Th.	Tues.
Y 14.35	" (S.M.R. Train) Lv.	3.30 p.m.	Thursday	
	Mukden " Ar.	11.35 "		
Y 11.40	" " Lv.	12.00 "		
	Changchun " Ar.	7.10 a.m.	Friday	
R 3.00	" (Russian Train) Lv.	*8.00 "	"	
	Harbin " Ar.	*[illegible] p.m.	"	

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Y 14.35	" " Lv.	1.05 "		
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G. R.

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Hongkong, 10th July, 1915. 77

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Hongkong, 23rd May, 1916. [816

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1,750 PAGES—PRICE $10.
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No more tortured days, or feverish nights.

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Agents for Hongkong:—
MESSRS. A. S. WATSON & CO., LTD.
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VOICES OF REASON IN GERMANY.

We take the following from the New York *Nation*:—

Reports from Berlin of newspaper comments, and of individual expressions, on the controversy with the United States are of all shades of opinion. We must wait a few days to see which of them will be represented in the reply of the German Government, but we need not wait at all to point out the significance of the position taken by Maximilian Harden, as given in dispatches on Monday. Under the guise of an imaginary message to the German people by the President of the United States—beneath the caption, "If I Were Wilson,"—(extracts from which were given in the *Daily Press* recently), he reads a sharp lesson to his countrymen.

Now, Harden is much more than the irrespressible blurter out of disagreeable truths. His place in the German Press is due to something other than his terrible frankness, his biting criticism, his occasional appearance of a sensationalist and notoriety-seeker. Above all this stands the fact that he has the knack of hitting off the thoughts and feelings of a great many Germans. They may resent what they think his imprudences but they respond to the ardour and the force of his attacks upon public evils. They did so in the case of his writing, years ago, against the military clique—some of them materialist and decadent—which had the ear of the Kaiser. They felt that he was getting on the raw when he exposed, long before the war, the ineptness of German diplomacy, and pointed out how the policy of the Government was leading straight to a war on disadvantageous terms for Germany. So that when, to-day, Maximilian Harden devotes an entire issue of his *Zukunft* to some very plain speaking about the differences which have arisen between the German Government and the United States, we may be certain that his words will have a wide echo in Germany.

What Harden sets out to do is, in the first place, to show the utter hollowness of many of the complaints which Germans have made of the conduct of the United States during the war. Upon all the whining about our sale of munitions to the Allies he sets a heel of contempt. The thing was perfectly lawful; Germany had often done it, and would do it again; and it was not the fault of the United States that the Germans could not buy war supplies in this country as freely as their enemies. Harden, moreover, has some very telling things to say about the foolish and even criminal activities of German agents in the United States, seeking to interfere with the manufacture and delivery of ammunition. He shows what an immense disservice to the German cause this has been, and makes the apt comparison: "I only ask would Germany have allowed, during the Manchurian War, Japanese agents to work in Prussian Poland, and by agitations and endangering munition factories frighten Germany into enmity against Russia?" A more severe rebuke to the attitude and activities of Germans in this country, with their plots and conspiracies in open violation of our laws could not well be written.

We have as yet only fragments of Harden's long appeal to the good sense of German people, and do not know if he had anything to say about what other German editors are continually making the burden of their complaints—namely, that England is adopting a policy of "starvation" against Germany, yet that the United States has made no protest against it. What Harden could do with this absurdity if he let himself go against it, can easily be imagined. He could show that when the German whimperers say starvation they really mean a blockade; that the latter is a recognized and lawful means of war; and that the United States, having enforced the greatest and longest blockade known to history, and thereby starved into submission the South—which, by the way, never squealed over it in the German fashion—could not without stultifying itself object to Great Britain's using the same method of warfare. In so far as our Government believed the British blockade to be irregular, and to infringe upon the rights of neutral commerce, it has protested, and is still awaiting the answer to its protests. But it could do nothing so fantastic as to cry out against the practice of cutting off Germany's supplies by blockade. Indeed, Harden could tell his fellow-countrymen that nothing has befallen them which was not explicitly predicted by their most sagacious advisers, in case Germany got into a war with England. Prince Bulow, for example, in his book published shortly before the war, pointed out how surely the English navy would sweep German commerce from the seas, and leave industrial and importing Germany in great peril.

Harden is perhaps at his boldest when he declares that for Germany now to give way to the United States would not be a proof of "weakness." It would be rather a sign of wise looking before and after, considering what would be the effect of making all the Americans enemies of Germany—"and not only for the war time." Harden's whole stalwart plea for an amicable adjustment of the submarine difficulty shows that all the voices of reason are not silent in Germany. That they will prevail in the end we can at least hope.

"MOST HATED IRISH LANDLORD."

DEATH OF MARQUIS OF CLANRICARDE.

The death at the age of eighty-three of the Marquis of Clanricarde—or Clanrikarde, as he preferred it to be spelt—recalls a period of strife which now seems very remote.

Lord Clanricarde succeeded to the title as far back as 1874, and it was then that he paid his last visit to his Irish estates. Portumna Castle, near Loughrea, one of the finest houses in Ireland, was finally so neglected that it was alleged the rain penetrated into the family vault.

His Irish estates reached from Athenry to Woodford and were about 56,000 acres. Everywhere on the estate it was possible to obtain a story of a tragedy in the Land War. Successive Governments dealt with land purchase, but Lord Clanricarde was adamant, and it was only within the past two years that he was beaten in the final court of appeal and his estates bought for £238,210.

His arbitrary action was a thorn in the flesh to the Conservative Government thirty years ago, and Sir Michael Hicks Beach, the Chief Secreary, refused the forces of the Crown to aid Lord Clanricarde in evicting tenants, reminding him that property had its duties as well as its rights. During this time Lord Clanricarde was a recluse.

After Mr. Wyndham's land scheme was taking effect in Ireland, a Bill was introduced into the Commons to expropriate the Clanricarde estates. This was in 1907, when Mr. Birrel said: "I would take from him the management of the estates, which, in my opinion, he is wholly incompetent to hold." Lord Clanricarde replied on one of his rare appearances in the House of Lord. "The blue patch in the dirty sky," he said, "is that the Bill will at last deck the brow of Mr. Birrell with legislative laurels, but even such blessings may be bought too dear at the price of a Bill so tainted with inept, callous levity." He had an icy reception and went back to his art collection.

Born in 1832, he was with Labouchere at the Embassy at Paris for a time, but retired in 1863. One of his last public appearances was at a Red Cross Sale at Christie's. He was a descendant of the great Canning, and never married.

It was difficult to realize of late years that the quaint, almost miserly, dressed figure frequenting art sales-rooms could have been one of the best-dressed men about town in the mid-Victorian era. If his treatment of the Irish tenantry enjoined on them a most drastic dietary, Lord Clanricarde, despite his £30,000 a year, certainly set them an example. He transported his mid-Victorian silk hat into the delicate finery of this century. It was a very tall hat without fur or gloss and with the smallest, straightest brim. His cloak could not resist the ravages of time, yet darning cotton was requisitioned to heal a breach in the shoulders. Art collectors would wait at his rooms with choice bric-a-brac and would shiver with cold because his lordship would not spend a few shillings on coal.

Lord Clanricarde was never seen in a vehicle. His walks took him daily to Regent's Park. There on a public seat—not one of the chairs for which 1d. was charged—would sit the owner of some 60,000 acres and an ever-growing and hoarded fortune watching the squirrels.

He carried himself into a cold and frigid loneliness. His sole companions were his china and pictures, in the collection of which he showed a wonderful business acumen. He was a law to himself, with ways and ideas singularly his own. His manner was cold and his tongue could be very biting.

Living in rooms in the Albany Chambers, off Piccadilly, he spent no more than a pound or two a week, save when he went to the saleroom and bought a picture or a bit of pottery. Art was the only thing he ever spent money on, and this he would sell again if good opportunity offered. Valuable old pictures were stored in these rooms, often without frames. It is said that one old master was fastened on a door with nails.

"The last time I saw him," says one who knew him, "he had on his old silk hat and carried a bulky and bulging umbrella of which the ferrule end was worn down to the wood. He had on an old blue coat wide in the tails and trousers very bagged and shabby. He always walked with his head well forward, giving him a round-shouldered look.

"His hair, thin but long and greyish, stuck out at the back from under his hat. He had very hard, grey-blue eyes set deep under heavy grey eyebrows. He was a striking man to look at, and his gaze was chilling. They say that he never gave away a £5 note and that if he lent money he expected a good return. For some reason he generally carried round his neck a precious stone fastened on a piece of tape. He was fond of skating and often visited rinks."

With the death of Lord Clanricarde the title of marquis becomes extinct, but that of Earl of Clanricarde goes under a special remainder, to his cousin, the Marquis of Sligo. The latter's grandmother was a sister of the thirteenth Earl of Clanricarde, created a marquis in 1825.

A RUSSIAN HERO.

SAVING A GERMAN RED CROSS NURSE.

An extraordinarily vivid and dramatic battle picture is drawn in the *Russkoye Slovo* by M. Gregory Petroff, the incident which forms the basis of the story being a desperate struggle for a village finally seized by the Russians, during which the Germans bombarded a hospital in which their own wounded were lying. A fierce battle, he writes, was being waged around the mansion of a country gentleman, whose estate lay in the zone of fire. The mansion was being used temporarily as a Red Cross hospital. The wooden outbuildings were on fire and the flames reached the verandah where some German wounded were lying. The German wounded crawled from the burning mansion, uncertain where to go and those who were unable to rise from their beds were shrieking because the fire had reached the interior of the building. A Russian soldier cried, "Comrades, there is a Red Cross flag on that house. There are wounded there." Another shouted, "They are Germans," but the first answered, "What of it; if they are Germans they are wounded and are in danger of burning." "But what can we do?" said another. "The Germans are firing on the house." The upshot was that the Russian soldiers decided to go to the rescue of the wounded Germans, despite the danger from German bullets and shells, and a few moments later our men were seen dragging out the beds on which lay the wounded.

GERMAN OFFICER'S AGONY.

One of our men, who had had two fingers of his left hand shot away, brought a German officer to our flying hospital. The officer walked with difficulty—his leg had been pierced with a bayonet, his shoulder shot through, and his hand crushed. The wounded man was bandaged, but fainted during the process. As soon as he recovered he saw the flames bursting from the burning mansion, and made a desperate effort to rise.

The doctor urged him to be calm and held him down. "But my wife," cried the officer. "She is in the house among the flames." The doctor tried to reassure him, but the officer continued to assert that his wife, who was acting as a Sister of Mercy, was in the blazing building. The doctor inquired whether anyone had seen anything of the lady, and was informed that the mansion was believed to be empty. Then a German shell flew over the heads of the group.

The wounded German officer was still gazing at the burning mansion. Suddenly he cried, "Look! my wife is at the window of the garret. She is trying to break the window-glass and the room is full of smoke." Looking up, the doctor saw a white figure wearing a red cross. A reservist, of about forty years of age, took off his overcoat. "She is in great danger," he said. "Just hold my coat and I will get into the house and throw her down. You must catch her in the coat." The brave fellow rushed into the burning house, while his companions stood as though petrified. Several minutes passed, then the reservist appeared at the garret window, and there was a noise of breaking glass. Two shells screamed overhead, but no one paid any heed to them—everyone was eagerly watching the attempt to rescue the Red Cross nurse. The reservist managed to drag her to the window; she was unconscious. Several men held the outstretched overcoat beneath the window, and the white figure fell into it. Everyone was now concerned for the safety of the gallant reservist, but one of his comrades said, "He will get back all right; he knows the way. Even if he should singe his beard a little no great mischief will be done, for it is a long one."

LIFE FOR A FOE.

"Carry the lady to her husband," ordered the doctor, "and do it quickly, for the Germans have got the range. I shall wait for our hero—perhaps he is injured." The soldiers took up the nurse, who was still unconscious, and hurried from the courtyard. A moment later a German shell struck the burning building, a deafening explosion was heard, and the walls of the house tumbled. The reservist had no time for escape and was buried in the ruins. A few minutes later the Sister of Mercy recovered her senses. She explained that on the arrival of the Russian soldiers she had rushed upstairs to escape their expected violence. "But it was one of these soldiers who saved you," the doctor remarked. "Where is he?" the lady asked. "In Heaven," said the doctor, "if there be one for heroes who lay down their lives for their enemies."

When the doctor told the wounded officer and his wife what had occurred they both wept. The officer said, "Doctor, here is a pocket-book, and in it you will find 2,000 marks. Give them to the commander of the regiment and ask him to send the money to the family of the dead man. Give me also the address of his family—I swear that I will provide for them; I am very rich." The officer's wife took off her ring and asked the doctor to give it to the reservist's relatives. The officer asked how it was that the Russian guns had been trained on the mansion, seeing that it was flying the Red Cross flag. "Our guns!" replied the doctor, sharply. "They are your guns, and our men have been rescuing your wounded while your guns were bombarding your own men and ours. This is how your Kaiser makes war!" The officer and his wife were astounded. "Surely you are jesting," said the man. "It is no subject for a jest," the doctor replied, "unless your Kaiser is capable of making such a jest." The husband and wife made a gesture of despair, and the officer, throwing up his unwounded arms, cried "Kaiser! Kaiser! why have you made this war?"

HONGKONG TRAMWAY CO. LTD.

The approximate statement of traffic receipts for the week ending 3rd June is as follows:—

	Receipts for week.	Aggregate receipts for 22 weeks.
This Year	$12,120	$297,597
Last Year	10,203	232,121
Increase	1,917	65,455

FRENCH LIGHT RAILWAYS.

WHY JOFFRE WAS AGAINST A BRITISH ADVANCE.

Mr. H. Warner Allen, the representative of the British Press with the French army, gives the following interesting description of how the French War Office is tackling the supply problem in Champagne.

Speaking generally, the ordinary traffic from the rear to the firing zone passes over the Decauville railways described in a preceding despatch, while motor transport is mainly reserved for cases of emergency and for supplementary requirements. A motor lorry carries on an average about three tons, while a single Decauville truck will carry about three times as much, and the difficulty of keeping up the roads for the motor lorries is enormously greater than that of maintaining the light railway track. Of course, if there came from the front a sudden urgent demand for extra ammunition, the motor lorries would at once be invaluable, as they were at Verdun, but as a general rule the light railway has very considerable advantage over the automobile.

Thanks to this system, railhead is now often practically in the front line trenches, if only the ground will provide sufficient cover. Failing cover the two-feet gauge line can be supplemented in the trenches themselves by sixteen-inch gauge rails, with hand-drawn trucks. These rails can be laid without difficulty in the communication trenches, and increase a man's working power many times. It is estimated that one man with a truck mounted on these rails can do as much work in the way of hauling up ammunition, material, etc., as twenty-five or thirty men could do without this mechanical aid. The difficulty of carrying heavy loads along the narrow winding trenches is obvious, and it is likely that, as time goes on, the main trench arteries will almost all be provided with rails.

A military station where the ordinary and the Decauville lines meet behind the front is a curious and interesting spectacle. I visited such a station which provides for the revictualling of forty thousand men in Champagne. There was very little about it to suggest the civilian's ordinary notion of a railway station. It was unenclosed and roofless, and the only building was a small wooden hut, in which everything that is received and everything that is given out to the army commissariat officers is checked.

The platform consisted of a long bank raised some four feet above the railway, slimy with mud and covered with what seemed an inextricable mass of carts and horses. The mud was bad enough on the platform, but it was much worse in the fields beyond it, where, as there was not room for everything on the platform, several hundred commissariat wagons had taken up their position. There was just room for one cart to pass another on the platform, and it took miracles of good driving and no little tact and commonsense on the part of the gendarmes regulating the traffic to prevent everything being blocked in hopeless confusion.

A long line of goods trucks, sufficient to provide the daily needs of forty thousand men, had been run in alongside the platform, and everyone was hard at work loading the commissariat carts with all that was needed by the troops. There were trucks of hay, and straw, and oats, wood for fires and coal, and thousands of *rondins*, hewn logs used for the making of the roads throughout the Champagne pouilleuse, since they afford a foundation which will keep above the mud. Not the least important of the trucks was the postal van, round which men had gathered with the greatest eagerness to see what parcels and letters had been sent to them from home.

BREAD DISTRIBUTION.

There were several truckloads of bread, fresh and appetising. The distribution of the bread is an exception to the general system. As a rule all provisions are sent direct from railhead to the troops. As, however, every division has in reserve three days' supplies with the divisional convoys and three days' supplies with the regimental convoys, the bread in these reserves must be changed from time to time before it grows too stale for human consumption. Consequently every few days the convoys distribute among the troops their stock of bread and then obtain from the station fresh bread to be held in reserve.

The railway station is a junction with a two-foot Decauville, and is the starting-point of half a dozen small gauge lines. Provisions, as a rule, are, as I have said, taken off by horse-drawn carts. Sometimes, however, a truck or two on the Decauville must be devoted to them, when men in particularly awkward positions in the front lines have to be revictualled. As yet wounded men are rarely brought back by the light railways. It may be sometimes that a man or two, only slightly wounded, can be brought down from the front on an ordinary truck, but as a general rule they are left to the motor ambulances. However, trucks are being prepared specially for the transport of the wounded on these Decauville railways.

The main business of the light railway is the carriage of ammunition and material for the engineers. Immediately the ammunition reaches the station it is unloaded on the Decauville trucks. With surprising rapidity a small engine is hitched on and steams off gaily to an ammunition depôt, where some twenty or thirty men are waiting its arrival. The trucks stop exactly opposite the sheds where the shells are stored.

Each calibre of gun has its own particular shed. In the first shed one may see rows of six-inch shells neatly arranged, thousands of them together, ready to be sent forward to the front at a moment's notice. They are painted an ugly yellow colour, and are of several shapes and types. In another shed will be found hundreds of deadly looking eight-inch projectiles, even uglier than the smaller shell. "What beautiful shells," said an artillery officer who was showing me round; "it makes me quite happy to see them and to think what they will give the Boches. There is nothing in the world like a good eight-inch shell."

Suppose there is a move somewhere up among the hills in the north and word is sent down for several thousand rounds to be brought up immediately. A word at the telephone and a little train, with its absurd engine, will be up in front of the sheds. In a few minutes the trucks are loaded and are off to carry fresh food to the big guns that are stirring up the Germans some fifteen or twenty miles away. Thanks to organization not a minute is wasted.

A CLEARING HOSPITAL.

Alongside the principal railway station of which I have been speaking is a large clearing hospital, which the medical officer in charge explained to me is to be regarded as a mere waiting-room. It consists of a series of sheds some with beds for the seriously wounded, others with benches for the slightly injured. There is a makeshift operating-room, so that in case of urgency operations can be performed, but as a general rule the purpose of the hospital is to sort out the wounded. In the past it was a heavy drain on the effectives that men suffering from insignificant injuries or ailments had to be transferred to the interior, where they would probably pass several months before they rejoined their units. Now all slight cases are despatched at once to neighbouring ambulances by motor-car, and they are able to rejoin with the minimum of delay. Certain serious cases too, for which a train journey might be serious, are treated at special hospitals in the Army zone. The men who have to be evacuated to the hospitals of the interior are transferred directly from the ambulance to a hospital train which is drawn up opposite its gates. These trains provide accommodation for 350 wounded and are provided with nurses and doctors. This system has given excellent results and it is likely that in the future the hospital train will be utilized even more generally than it has been up to the present.

BOY SCOUTS' EFFORT.

Since the last acknowledgment the Boy Scouts have received for the Belgian Children's and Blind Soldiers' Fund the following amounts:—Mr. A. B. Crew, collected by his grand-daughter, $40.00; Collected by the 1st Hongkong Troop, $19.70; Collected by the "Fox Patrol," $1; Collected by the "Dove Patrol," $10; Hon. Mr. E. Shellim, $10; Rev. Father Monnier, $5; Mr. J. W. Stewart, $5; Mr. Ho Fook, $5; Mr. Ng Hon Tsz, $5; Astor House Hotel, $10; Foreign Coinage at current rates, $4.87; Previously acknowledged, $469.15—$585.62.

HONGKONG VOLUNTEERS.

CORPS ORDERS BY LT.-COL. A. CHAPMAN, V.D.

NOTICE.

1.—Engineer Co. reliefs at Stonecutters and Belchers for June have been posted at Headquarters.

JOINED.

2.—Pte. J. P. V. Remedios having joined is allotted Corps No. 2008 and posted to Right Section M. G. Co.

LEAVE.

3.—No. 1546 Gnr. Humphreys is granted 4 weeks' leave with effect from 6th inst.

No. 1963 Pte. Whitmarsh is granted 6 months' leave with effect from 6th inst.

No. 1470 Pte. Henderson is granted 2 months' leave with effect from 10th inst.

PARADES.

4.—Parades for to-day.

7.00 a.m. Signalling Section "C" Class at Headquarters.

5.15 p.m. Civil Service Co. drill on Cricket Ground.

6.00 p.m. Scouts Co. No. 1 Section Musketry Instruction at Headquarters.

DETAIL.

5.—On duty till 8th inst.—H.K.V.R.
Next for duty 9th inst.—Scouts Co.
Orderly Officer 9th to 15th inst.—Lt. Lindsell.

A. F. CHURCHILL, Capt.,
Adjutant, H.K.V.C.

VOLUNTEER RESERVES.

ORDERS BY MAJOR WAKEMAN, O.C., H.K.V.R.

APPOINTMENTS.

H.E. the Governor has been pleased to appoint Messrs. Robert Sutherland and Francis Henry Thomas to be 2nd-Lieuts. in the Hongkong Volunteers Reserve, with effect from the 23rd May, 1916.

STRENGTH.

No. 501 Pte. W. Johnson is permitted to resign on leaving the Colony.

DETAIL.

As in Corps Order No. 48.

PARADES FOR THE WEEK ENDING 10TH INST.

As in Corps Order No. 48.

G. K. H. BRUTTON, Capt.,
Adjutant, H.K.V.R.

HONGKONG POLICE RESERVE.

EQUIPMENT BOARD.

Section and Unit Commanders are required to send forthwith to the Orderly Room Clerk the names of their men who have not attended with their Sections or Units before the Board.

BAND PRACTICE.

Thursday, June 8th, at 6.15 p.m. sharp.

MOTOR PATROLS.

P.-c. R98 Tang Ping Woon is transferred to the Motor Patrols.

MOUNTED PATROLS.

During the absence on sick leave of Inspector Gegg, Sergeant Kew will take charge.

F. C. JENKIN,
D.S.P. (R).

HONGKONG Y.M.C.A. CAMPAIGN.

SPEECH BY H.E. THE GOVERNOR.

THE PROVISION OF A NEW BUILDING.

There was a well attended meeting of the Provisional Finance Committee of the local branch of the Y.M.C.A., at the City Hall yesterday. The Committee has been formed to collect funds with the object of providing new quarters for the Y.M.C.A. in Hongkong, half of which sum has been promised by Mr. Ellis Kadoorie and Mr. M. J. D. Stephens on the understanding that the remainder will be provided by subscriptions from the community generally.

H.E. **The Governor**, President of the local branch, presided, and in the course of a somewhat striking speech explained the object of the fund. It would be useful, he said, if he indicated very briefly the origin of the enterprise upon which they were engaged. When it became known that the German Club was going into the market he conceived the idea of acquiring it as a Y.M.C.A. building. As they knew, the Y.M.C.A. was housed, until the outbreak of war, in rented premises on the top floor of Alexandra Buildings. The tremendous loss in membership which they suffered owing to the war rendered it impossible for them to continue to pay the heavy rent they had to pay for those premises, and, as a result, they were relegated to a couple of very small rooms. It became evident that the proposition of the German Club was a rather larger proposition, looking at it financially, and they therefore cast about for another site for their new premises. Having a site in view the next thing was to see if he could get the nucleus for the necessary funds. This, he was glad to say, had been obtained by the most generous offers of Mr. Ellis Kadoorie and Mr. M. J. D. Stephens—(applause)—with whom he had got into direct touch. Those two offers were open to them. It was a matter of vital importance, and they should endeavour to collect the remaining sum. The sum they were aiming at was $140,000 and, as they knew, the two generous offers mentioned accounted for $70,000, if the other moiety could be raised. He knew it had been said that the time was inopportune for asking the public to give such a large sum as $70,000. He would like to remind them of a few reasons which weighed with the promoters of the scheme and forced them to the conclusion that the present time was not inopportune; that, on the contrary, it was now or never. In the first place, the offer of $70,000 was open to them, and should it be said that that wealthy community, with that said offer open to it, would not supply the other moiety? In the second place, the need for that Junior Club, under the auspices of the Y.M.C.A., was obvious. He did not think that any man who was acquainted with the social conditions in Hongkong could deny that for one moment. If any argument in favour of it were needed, then all he had to say was that before the outbreak of war they had 170 members using the rooms at the top of Alexandra Buildings; 170 members who were not in a position, financially, to stand the heavy subscriptions of the Hongkong Club; 170 members who had no other place to go to after their day's work was over for ordinary recreation and self-improvement. Now, if they had a larger building and more accommodation they would have a great deal more then 170 members. At the present time they were at war, and many of their members were away from them; after the war they would be coming back to Hongkong, and they wanted to make provision for them. After the war there would probably be a larger British mercantile community here and they could look for more members who would want the use of what he might call a Junior Club. "It is the bane of all Britishers to procrastinate, not to look ahead, and not to make preparation," continued His Excellency, "but I want you to look ahead now. We do not know what is going to happen after the war, and we want to look ahead and make our provisions accordingly. In the first place, if you are going to put the thing off now when are you going to put it off till? You may say, we don't know how long this war is going to last; but there will be a mighty lot to do after the war. Another thing, if there are calls upon us now we are in a better position to give our money, because after the war we are all going to make sacrifices. We are in a better position now to subscribe $70,000 than we shall be eighteen months or two years hence." The Governor went on to say that it had been argued that the object for which they were asked to subscribe was a luxury. He would earnestly enter his protest against that argument. It was not a luxury at all; it was a provision of what he considered to be, after a long residence in the Colony, an absolute necessity. It was a crying necessity for the younger men of a certain class who came to the Colony with absolutely no place where they could find decent recreation and decent employment after their work, and its absence, as far as he could see, had a great many disadvantages arising from it. They wanted a place which would not only be a place of recreation but a place/where young men could enjoy physical and moral development, and have an opportunity for the formation of that national character which, he thought, they had all learned by the present war was absolutely necessary if they were to maintain the glorious Empire which they had inherited. (Applause.) He ventured to think that the time was opportune, and said that they would be missing a great opportunity if they did not use their very best endeavours to supplement the splendid offers which had been made to them by their generous fellow-citizens. The sum they were asked to provide was not after all very large, and he felt certain that after the few words he had said there would be really no great difficulty in obtaining the amount. He was perfectly certain, if it was obtained, and if the large and properly designed building in view for the purpose were built, it would be a lasting boon and benefit to the British community of that flourishing Colony. (Applause.)

The Hon. Mr. H. E. **Pollock**, Chairman of the Sub-Committee appointed out of the Committee of the Y.M.C.A., said that for many years he had been on the Board of the Y.M.C.A., and he could tell them from his own experience as a Director that they could not expect to see the Y.M.C.A. doing its most useful work to its fullest extent until they found themselves in possession of a suitable building of their own. They must have a suitable building suitably equipped, and when they had got that building they would in due course obtain the services of a trained secretary who was accustomed to the running of institutions of the kind it was proposed to erect. It was their intention to have a rapid campaign for collecting the $70,000 necessary, and after that meeting was over they proposed to hand to the members of the Provisional Committee who were present envelopes containing the names of certain companies and institutions, and also the names of certain firms and certain individuals, and they hoped that they would assist the Directors of the Association in the rapid collection of the necessary funds. He hoped they would throw themselves vigorously into the work. It was a question of striking while the iron was hot, and the Sub-Committee felt that they could rely fully in the matter upon the exertions of the influential Committee which had been called together. (Applause.)

Mr. **McPherson**, Secretary, then briefly outlined the scheme which has already been published.

The Hon. Mr. **Holyoak** said it had been suggested both publicly and privately that the site which had been selected in Kennedy Road was not central enough. He thought, if they had a more central site at their disposal, that they should consider it, or perhaps they might look around for a more central site.

The **Governor** replied that he would have been very glad if they could have found a more central site and a larger building, but it seemed that the site they had selected was the only available one. It was Crown Land, and the Director of Public Works was of the opinion that it was the only available site, and the only imaginable one within the means of the promoters of the scheme.

The following is a list of the subscriptions received up to date:—

Hongkong and Shanghai Banking Corporation	$2,500
Reiss & Co.	1,000
Hon. Mr. P. H. Holyoak	250
W. G. Humphreys & Co.	250
Mr. A. S. Kempthorne	100
Mr. J. L. McPherson	100
Mr. Justice H. H. J. Gompertz	50
Mr. Justice F. A. Hazeland	50
Mr. W. M. Humphreys	5
Mr. H. A. Nisbett	25
	$ 4,375
Already acknowledged	70,000
	$74,375

HONGKONG HORTICULTURAL SOCIETY.

The 11th annual report of the Hongkong Horticultural Society, which is to be presented at the annual general meeting to-day, states, *inter alia*, that the entries at the recent show numbered 612, an increase of 163 over last year. This increase was mainly due to a number of new exhibitors who have joined the Society. The strong and heavy rain previous to the show unfortunately caused many blank spaces on the exhibiting stages, particularly in the section for cut flowers.

The sum of $370 was gathered by subscriptions for the purpose of introducing challenge cups. Four cups were purchased at a total cost of $188, the remaining $182, being placed on fixed deposit as a Challenge Cup Guarantee Fund.

The balance sheet shows a balance in hand of $1,677.52; $182, Challenge Cup Fund, and $1,495.52, General Funds.

"A DRUNKEN FROLIC."

GUNNERS' LAPSE.

At the Magistracy yesterday three Gunners in the Royal Garrison Artillery were charged, the first with larceny of a bottle of wine, and the others with assault on the proprietor of the Belle View Hotel.

Mr. C. F. Mason appeared to prosecute, and stated that on the evening of May 29th eight men of the Royal Garrison Artillery entered the hotel, and demanded bottles of beer. They also ordered a bottle of rum, all of which were paid for. After this liquor had been consumed they asked for further drinks, for which they proposed to sign chits. This was refused. It was alleged that the first defendant went behind the bar, told the boy that they were soldiers and could have any drink they liked, and then took three bottles of wine.

Mr. P. W. Goldring, in defence, said the men had all long service, and, if the truth were told, they were "on the bust." He did not think there was the slightest intention of stealing anything, and they were quite willing to pay for what they had taken. It was a drunken frolic, and it was most absurd to infer that they had any intention of stealing. The men had broken barracks, and were liable to 14 days' imprisonment. They were very intoxicated; they had been in the Colony for 18 months without leave of any kind and got a bit beyond themselves. They had been for 18 months at Lyemun, "which was enough to drive a saint mad."

Mr. Mason said the proprietor was knocked down when he tried to stop the men taking the drink.

Mr. Goldring said the proprietor was merely pushed over.

His worship convicted the men of disorderly conduct, and bound them over in a personal bond of $50 each. A fine of $5 each was imposed.

HONGKONG POLICE RESERVE "SPORTS NIGHT."

SOME OF THE MATCHES ARRANGED.

The following are a few of the matches arranged for the Hongkong Police Reserve "Sports Night" which will take place at the Victoria Theatre on Whit Monday (June 12th):—

P.-c. Chanan Din (H.K. Police) will wrestle J. C. Barnard (Exile Garage).

A boxing match has been arranged between "Kid Marriott," R.N.Y.P., and Pte. Buckley, Royal Marine L.I.

P.-c. Maher (H.K. Police Reserve) will box "Young Ward," Royal Naval Yard Police.

Pte. G. Thomas (Shropshire L.I.) will box Gunner Gibson, R.G.A.

P.-c. Stimson (H.K. Police) will box J. Evans (H.K., Canton and Macao S.S. Co.).

Paddy Finn, R.N., and Pte. Colquitt, H.M.L.I., will give an exhibition of 3 rounds.

The following challenges are still unaccepted:—

Pte. Beesty (Shropshire L.I.) challenges any amateur at 112 lbs. Give or take 3 lbs.

P.-c. Cave, H.K. Police, challenges anyone at bayonet-fighting.

Sapper Richards, R.E., Light-weight Champion of the Colony, will be pleased to meet any Light-weight.

P.-c. 821 Usuff ("Johnson"), H.K. Police Reserve, has declined to accept the challenge of Pte. Buckley, R.M.L.I.

Other items will include:—Sword swinging by Warder Shervington, weight-lifting by P.-c. Thorne (H.K. Police), wrestling by two men of the 18th Infantry, Japanese fencing and jiujitsu, and a boxing "Battle Royal."

ST. JOHN AMBULANCE ASSOCIATION.

FIRST AID EXAMINATION.

At an examination in First Aid held recently at the Government Civil Hospital, the following ladies were successful in qualifying for the Medallion of the Association, having now passed three examinations and obtained a high percentage of marks in the last:—Mrs. L. Danby, Miss G. Ellis, Miss Leontine Ellis, Miss Phyllis Lammert, Mrs. E. Ralphs, Mrs. Robertson, and Mrs. Shenton.

The following have obtained the First Aid Certificate:—Mrs. W. Armstrong, Mrs. W. L. Carter, Mrs. Churchill, Miss Compton, Mrs. Goodban, Miss A. Gordon, Miss M. Gordon, Mrs. Greaves, Mrs. A. E. Griffin, Mrs. H. Humphreys, Mrs. W. M. Humphreys, Miss G. Main, Mrs. Martin, Miss Martin, and Mrs. Tisdall.

The examination, which was of a searching character, was conducted by Dr. W. V. M. Koch. The Hon. Lecturers to the Class were Surgeon Basil Taylor, R.N., and Dr. Hickling.

PIPES FOR THE TROOPS.

In answer to the appeal for Pipes for the inmates of No. 27 General Hospital, Abbassia, Cairo, we are informed that 400 briar pipes have been ordered to be sent immediately to the Matron of the Hospital. The numerous acknowledgments received from the men in the trenches and the wounded in hospital amply exemplifies that pipes are most acceptable and are at all times much appreciated by our brave soldiers.

Further contributions to the Pipe Fund will be most gratefully received by Mrs. R. D. Harvey, 14, Peak Road, or the Hon. Treasurer of the War Charities Committee.

The following donations to the Pipe Fund are thankfully acknowledged:—

A. & F. M.	$20
R. H. Sharp	20
J. H. Woollacott	10
F. G. Becke	5
F. G. Becke (2nd donation)	5
O. C. Kench	10
E. H. H.	5
K. M. C.	2
R. D. H.	20
	$97

"IRISH REPUBLIC."

TEXT OF THE SINN FEIN PROCLAMATION.

The following is a copy of the Proclamation distributed by the Sinn Feiners throughout Dublin on Easter Monday:—

POBLACHT NA H EIREANN.

THE PROVISIONAL GOVERNMENT OF THE IRISH REPUBLIC TO THE PEOPLE OF IRELAND.

Irishmen and **Irishwomen**, in the name of God and the dead generations from which she receives her old traditions of nationhood, Ireland, through us, summons her children to her flag and strikes for her freedom. Having organized and trained her manhood through her secret revolutionary organization, the Irish Republican brotherhood, and through her open military organization, the Irish volunteers, and the Irish citizen army having patiently perfected her discipline, having resolutely waited for the right moment to reveal itself, she now seizes that moment, and, supported by her exiled children in America and by gallant allies in Europe, but relying in the first on her own strength, she strikes in full confidence of victory.

We declare the right of the people of Ireland to the ownership of Ireland and the unfettered control of Irish destinies to be sovereign and indefeasible. The long usurpation of that right by a foreign people and Government has not extinguished the right, nor can it ever be extinguished except by the destruction of the Irish people. In every generation the Irish people have asserted their right to national freedom and sovereignty; six times during the past 300 years have they asserted it in arms. Standing on that fundamental right, and again asserting it in arms in the face of the world, we hereby proclaim the Irish Republic as a sovereign independent State, and we pledge our lives and the lives of our comrades in arms to the cause of its army, of its welfare and of its exaltation among the nations.

The Irish Republic is entitled to, and hereby claims, the allegiance of every Irishman and Irishwoman. The Republic guarantees religious and civil property, equal rights and equal opportunities to all its citizens, and declares its resolve to pursue the happiness and prosperity of the whole nation and of all its parts, cherishing all the children of the nation equally and obliviously to differences carefully fostered by an alien Government which have divided a minority from the majority in the past.

Until our arms have brought the opportune moment for the establishment of a permanent national Government representative of the whole people of Ireland and elected by the suffrages of all her men and women the provisional Government here constituted will administer the civil and military affairs of the Republic in trust for the people. We place the Irish Republic under the protection of the Most High God, Whose Blessing we invoke on our arms, and we pray that no one who serves that cause will dishonour it. In this supreme hour the Irish nation must by its valour and discipline, and by the readiness of its children to sacrifice themselves for the common good, prove itself worthy of the august destiny to which it is called.

Signed on behalf of the Provisional Government:—Thomas J. Clarke, Sean MacDermott, P. H. Pearse, James Connolly, Thomas MacDonagh, Eamonne Ceannt, Joseph Plunkett.

INTIMATIONS

LANE, CRAWFORD & Co.

Established 1850. Telephones 1741 and 1742.

SPORTS DEPARTMENT.

Sole Agents for Spalding's Athletic Gear.

GOLF CLUBS
RIGHT AND LEFT HANDED
INCLUDING
FAMOUS
SPALDING'S "GOLD MEDAL" CLUBS.
From $4.75 Each.

CANN AND TAYLOR'S "AUTOGRAPH" CLUBS,
ALL MODELS $3.50 Each.

GOLF BALLS. CAPTIVE GOLF SETS.
RUBBER TEES. BALL CLEANERS. ETC.

TENNIS RACKETS.
SLAZENGER'S
"LAMBERT CHAMBERS," "IZ,"
"DOHERTY,"
SPALDING'S "GOLD MEDAL"
TOURNAMENT, VANTAGE.

TENNIS BALLS. TENNIS POSTS. NETS. COURT MARKERS. CENTRE GUIDES. TAPES.

ALL THESE GOODS ARE OF BRITISH MANUFACTURE.

[31

HONGKONG, CANTON, MACAO & WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND CHINA NAVIGATION CO., LTD.

HONGKONG-CANTON LINE.

Single Fare by Night Steamer	$6.00
Return " " (available also for return by day steamer)	11.00
Single Fare by Day Steamer	5.00
Return " "	9.00

HONGKONG TO CANTON.	CANTON TO HONGKONG.
WEDNESDAY, 7TH JUNE, 1916.	
8 a.m. *HEUNGSHAN.*	8 a.m. *HONAM.*
10 p.m. *FATSHAN.*	5 p.m. *KINSHAN.*
THURSDAY, 8TH JUNE, 1916.	
8 a.m. *HONAM.*	8 a.m. *HEUNGSHAN.*
10 p.m. *KINSHAN.*	5 p.m. *FATSHAN.*

HONGKONG-MACAO LINE.

S.S. *TAISHAN*, Tons 2,000. | S.S. *SUI TAI*, Tons 1,651.

HONGKONG TO MACAO.

Week days at 8 a.m. and 2 p.m. from the Company's Wing Lok Street Wharf, Sundays at 9 a.m and 1 p.m. from the Company's Wing Lok Street Wharf.

MACAO TO HONGKONG

Week days at 7.30 a.m. and 2 p.m. Sundays at 7.30 a.m. and 3 p.m.

EXCURSION TO MACAO.

SUNDAY, 11TH JUNE, 1916.

The Company's New Steamship

"TAISHAN"

Will depart from the Company's Wing Lok Street Wharf at 9 a.m., and return from Macao at 3 p.m.

N.B.—The Company will also run a Steamer from Macao on Sunday at 7.30 a.m. and from Hongkong at 1 p.m., from the Company's Wing Lok Street Wharf.

FARES AS USUAL

MACAO-CANTON LINE.

S.S. *SUI AN.*

Departures from Macao to Canton on Monday, Wednesday and Friday, at 9 p.m.

Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 4.30 p.m.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION CO., LTD., AND THE INDO-CHINA STEAM NAVIGATION CO., LTD.

CANTON-WUCHOW LINE.

S.S. *SAINAM*, 588 tons, and S.S. *NANNING*, 589 tons.

One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 a.m., and the other leaves Wuchow for Canton on the same days at 8.30 a.m. Round trips take about 5 days. Passengers can return to Hongkong [illegible] by the Company's direct Steamers *LINTAN* and *SANUI*. These vessels have superior Cabin accommodation and are lighted throughout by electricity. Electric Fan in each Cabin.

Booking Office open daily (Sunday excepted) 9 a.m. to 5 p.m.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT Co., LTD.,

Hotel Mansions (First Floor), opposite the Blake Pier. [138

SANATOGEN CO. (CHINA).

Head Office: 1, The Bund, Shanghai.

BEG to announce that their preparations SANATOGEN, FORMAMINT, etc., are made exclusively at the PENZANCE (Cornwall, ENGLAND) and LONDON WORKS of the SANATOGEN CO., LONDON.

Their Company is exclusively BRITISH and is included in the "WHITE LIST" issued by the CONSUL-GENERAL, SHANGHAI.

They have appointed Messrs. MOW FUNG & Co. to act as their Sole Wholesale Agents for Hongkong and South China, who will maintain stocks and supply their Goods at Prices which can be obtained on application to their Office, No. 10 Des Voeux Road Central.

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NEW ADVERTISEMENTS

THE ROYAL HONGKONG GOLF CLUB.

NOTICE.

HAPPY VALLEY COURSE is Closed until further Notice. Two Days' Notice of Re-Opening will be given.

BY ORDER OF THE COMMITTEE.

Hongkong, 6th June, 1916. [776

NOTICE.

NIPPON YUSEN KAISHA.

HONGKONG BRANCH.

BEING transferred to the Head Office, Tokio, I have This Day handed over the Management of this Office to MR. BENJIRO MORI.

TAKETOSHI KUSUMOTO.

I have To-day ASSUMED CHARGE of this Office.

BENJIRO MORI.

Hongkong, 5th June, 1916. [774

NOTICE.

THE Connection of MR. D. K. SETHNA with our Firm having CEASED, the Power given to him to Sign our Firm is hereby revoked.

CAWAS[illegible]LANJEE & Co.

Hongkong, [illegible] 1916. [755

NOTICE.

MR. H. S. ABDEALLI having retired from our Firm, his Interest therein Ceases as from the 31st May, 1916. The Firm will be carried on by MRS. Z. ABDULKYUM and MR. T. A. TYEBKHAN, the remaining Partners.

H. HIPTOOLA & Co.,
Milliners and Drapers,
13 and 15, D'Aguilar Street.

Hongkong, 1st June, 1916. [756

NOTICE.

REUTER, BROCKELMANN & Co.
(IN LIQUIDATION).

CREDITORS are required to send in their Claims against the above to the Undersigned, St. George's Building, Chater Road, on or before FRIDAY, the 30th June, 1916.

SHEWAN, TOMES & Co.,
Liquidators.

Hongkong, 1st June, 1916. [757

NOTICE.

WM. MEYERINK & Co.,
H. TIMCKE.

ALL CREDITORS are requested to send in their Claims to the Undersigned on or before 30th June, 1916.

ALEX. ROSS & Co.,
4, Des Vœux Road,
Liquidators.

Hongkong, 31st May, 1916. [758

COMMERCIAL UNION ASSURANCE COMPANY, LIMITED.

MR. EDWIN LESTER GILBERT ARNOLD has been Appointed from the 1st June, 1916, Local Manager in Hongkong of the above Company, in place of MR. PERCY TESTER, Resigned.

W. H. TRENCHARD DAVIS,
Manager for China,
Shanghai.

Hongkong, 1st June, 1916. [760

A. S. WATSON & CO., LIMITED.

NOTICE IS HEREBY GIVEN that the THIRTY-FIRST ANNUAL ORDINARY GENERAL MEETING of the Company (since its registration) will be held at the HONGKONG HOTEL, Hongkong, on FRIDAY, the 9th day of June, 1916, at NOON, for the purpose of receiving the Report of the General Managers together with a Statement of Accounts to the 31st December, 1915.

The REGISTER of SHARES of the Company will be CLOSED from TUESDAY, the 6th June, to SATURDAY, 10th June, 1916, both days inclusive, during which period no Transfer of Shares can be registered.

JOHN D. HUMPHREYS & SON,
General Managers.

Hongkong, 31st May, 1916. [762

WANTED.

BRITISHER Seeks Employment, temporary or otherwise. Many years' experience in the East. Excellent references and testimonials. No objection to outports.

Apply— "X. Y. Z.,"
Care of "Daily Press" Office.

Hongkong, 30th May, 1916. [746

WANTED.

FOR Singapore, CHINESE CLERK with a good knowledge of Chinese Characters; thorough knowledge of English essential; would be required mainly for translation work.

Apply— "A. B. C.,"
Care of "Daily Press" Office.

Hongkong, 29th May, 1916. [741

ON SALE.

HONGKONG HANSARD REPORTS of the MEETINGS of the LEGISLATIVE COUNCIL for the Session 1915.

REVISED BY THE MEMBERS.

PRICE ... ... $3.

DAILY PRESS OFFICE
Hongkong, 25th February, 1916.

HOUSES TO LET

TO LET.

FURNISHED ROOMS, with or without Board. Every convenience.

Apply— "BOARD,"
Care of "Daily Press" Office. [778

TO LET.

PREMISES at present occupied by CHS. J. GAUPP & Co., Alexandra Buildings, Chater Road.

Apply on premises or to—
LOWE, BINGHAM & MATTHEWS,
Liquidators. [705

TO LET.

OFFICES on 1st Floor, No. 3, Queen's Road Central, at present in the occupation of The China Fire Insurance Co., Ltd.

Apply to—
CHINA FIRE INSURANCE Co., LTD. [622

TO LET.

OFFICES in Princes' Building.

Apply to—
SHEWAN, TOMES & Co.,
Liquidators,
REUTER, BROCKELMANN & Co. [572

TO LET.

OFFICES on 1st Floor, No. 9, Queen's Road Central (In Ice House Street).

Apply to— WILKINSON & GRIST. 691

TO LET.

RAVENSHILL EAST, Park Road, containing 6 Rooms, 3 Bath Rooms, Servants' Quarters, &c. Vacant 1st November.

Apply— DEACON, LOOKER, DEACON & HARSTON. [90

TO LET.

A SMALL GODOWN in PRINCE'S BUILDING.

For particulars, etc., apply—
THE HONGKONG CENTRAL ESTATE, LTD. 665

TO LET.
From 1st May.

OFFICES, 2nd Floor, St. George's Buildings.

Apply to— SHEWAN, TOMES & Co. [518

TO LET.

A HOUSE in Knutsford Terrace, Kowloon.

Apply— THE HONGKONG LAND INVESTMENT & AGENCY Co., LTD. [37

TO LET.

NO. 4, DES VŒUX ROAD CENTRAL, First Floor.

THE COMMODIOUS DWELLING HOUSE, with Offices, Servants' Quarters, etc., No. 14, SHAMEEN, CANTON, from 1st June, at present in the occupation of the Imperial Russian Consulate.

Apply to— DAVID SASSOON & Co., LTD. [415

TO LET.

TWO ROOMED-FLATS in Nathan Road Kowloon.

THREE-ROOMED FLATS in Humphrey's Buildings, Kowloon.

FOUR-ROOMED FLATS in May Road with every modern convenience, including English Baths and Kitchen Ranges, Hot Water and Water Carriage System. A few Flats specially designed to accommodate three bachelors at reasonable rentals. Immediate possession.

FOUR-ROOMED HOUSES in Gordon Terrace and Salisbury Avenue, Kowloon.

Apply to—
HUMPHREYS ESTATE & FINANCE Co., LTD.
Alexandra Buildings. [692

TO LET.

OFFICES at 2, Connaught Road.

OFFICES in King's Buildings.

HOUSE in CLIFTON GARDENS, Conduit Road.

No. 1, "HILLSIDE," THE PEAK.

GODOWNS at Wanchai.

Nos. 1, and 2, WEST END TERRACE, CANTON.

Apply— THE HONGKONG LAND INVESTMENT & AGENCY Co., LTD. 32

TO LET.

NO. 5, MOUNTAIN VIEW, PEAK.

CRAIGMIN EAST, 160, THE PEAK, Unfurnished.

4-ROOMED FLAT to let at the PEAK.

KELLETT CREST, 66, PEAK.

No. 141, WANCHAI ROAD, Large and Spacious Godown.

"SHORNCLIFFE," Garden Road, to let Furnished, 8 Rooms.

"WOODBURY," No. 4, Hankow Road, Kowloon, from 1st May, 1916.

"GLENSHIEL," No. 141, Plantation Road, Peak.

"HARTING," Austin Road, Kowloon.

No. 6, BELILIOS TERRACE.

No. 25, BELILIOS TERRACE, with entrance on Conduit Road.

TWO GODOWNS, in Duddell Street.

No. 2, DES VŒUX VILLAS, 81, PEAK, Unfurnished.

No. 60, THE PEAK & CAMERON VILLAS.

Apply to— LINSTEAD & DAVIS,
1st Floor, Alexandra Buildings. 26

AUCTION

G. R.

PUBLIC AUCTION.

PARTICULARS and CONDITIONS of the letting by Public Auction Sale, to be held on TUESDAY, the 13th day of June, 1916, at 3 P.M., at the Offices of the PUBLIC WORKS DEPARTMENT, by Order of HIS EXCELLENCY THE GOVERNOR, of One Lot of CROWN LAND at Tsat Tsz Mui, in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a CROWN RENT to be fixed by the Surveyor of HIS MAJESTY THE KING, for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of Sale.	Registry No.	Locality.	Boundary Measurements. (Approximate.)				Contents in Square feet.	Annual Rent.	Upset Price.
			N.	S.	E.	W.		$	$
			feet	feet	feet	feet			
1	Inland Lot No. 2103.	Above Shaukiwan Road, Tsat Tsz Mui.	As	per	sale	plan.	28,000 (about).	174	4,660

Hongkong, 3rd June, 1916. [769

NOTICES TO CONSIGNEES

S.S. "MAGELLAN."
COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE.

CONSIGNEES of Cargo from London in connection with above Steamer are hereby informed that their Goods with the exception of Opium, Treasure and Valuables are being landed and stored at their risks into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before NOON TO-DAY, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after THURSDAY, the 8th June, at NOON, will be subject to rent and landing charges.

All Claims must be sent in to me on or before the 9th June, or they will not be recognized.

All damaged packages will be examined on THURSDAY, the 8th June, at 10 A.M.

No Fire Insurance has been effected.

P. THOMAS,
Agent.

Hongkong, 3rd June, 1916. [2

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer
"NAGOYA,"
FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed AT THEIR RISK in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and delivery can be obtained as the Goods are landed.

This vessel brings on Cargo:—
From London, &c., ex s.s. "Medina."
From Persian Gulf, ex s.s. B. I. S. N. and B. & P. S. N. Co.'s Steamers.

Optional Goods will be landed here unless instructions are given to the contrary within 5 hours.

Goods not cleared within 8 days including date of arrival will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees, and the Company's Surveyors, Messrs. GODDARD & DOUGLAS, at 10 A.M. on MONDAYS and THURSDAYS. All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised. No Claims will be admitted after the Goods have left the Godowns.

E. V. D. PARR,
Acting Superintendent.

Hongkong, 5th June, 1916. [1

VESSELS ON THE BERTH

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION CO.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, BOMBAY, EGYPT, MEDITERRANEAN PORTS AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, AMERICAN, CONTINENTAL, AND SOUTH AFRICA PORTS.

THE Steamship
"NAGOYA."

Captain A. B. Garwood, R.N.R., carrying His Majesty's Mails, will be despatched from this port on or about FRIDAY, the 16th June, 1916, taking Passengers and Cargo for the above Ports, in connection with the Co.'s s.s. "KHYBER," from Colombo, passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables and Tea and Cargo for Italy, France and London (under arrangement) will be transhipped at Colombo into the Mail Steamer proceeding direct to Marseilles and London. Other Cargo for London, etc., will be conveyed via Bombay per s.s. "NAGOYA," due in London about the 2nd Aug., 1916.

Parcels will be received at the Office until 4 P.M. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to
E. V. D. PARR,
Acting Superintendent.

Hongkong, 4th June, 1916. 1

INTIMATION

BY APPOINTMENT.

WATSON'S DRY GINGER-ALE.

FRAGRANT.
AROMATIC.
DRY.

Its "Dryness" is a feature which has helped to give this drink the popularity it so well deserves.

PINTS $1.20 PER DOZ.
SPLITS 70 CTS. " "

TRADE MARK

A. S. WATSON & CO., LTD.,
AERATED WATER MANUFACTURERS.
TELEPHONE 436.

[13

BIRTH.

BULLOCK.—At Hongkong, Mrs. E. BULLOCK, a son. [775

HONGKONG OFFICE: 10A, DES VŒUX ROAD, C.
LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, 7TH JUNE, 1916.

CHINA'S NEED OF ROADS.

IN his report on the Foreign Trade of China for last year, the Secretary of the Maritime Customs indicates the various ways in which the European war has interfered with the commercial development of China. In his previous report he sounded an optimistic note in dealing with the future of railways, but the shortage of money, and the practical impossibility of raising a loan for the purpose, has nullified, for the time being at all events, any progress that might have been hoped for from the fact that "the importance of improving means of communication had been so clearly recognised that great extensions had been decided upon, and much was being done to carry out quite an imposing programme of construction." The possibility of extending the railway system to an adequate degree being thus remote, Mr. TAYLOR enters a plea for the provision of roads. It is indeed difficult to understand how it is that, with all the developments that have taken place during the last couple of decades, the Chinese Government has never apparently given a thought to the provision of roadways that would be suitable for wheeled traffic, yet we believe that if half the funds that have been spent during that time on railways had been devoted to the construction of roads, the internal communications of the country would have been much more improved and a corresponding benefit have accrued to her trade. In this development of the railway system, while there is hardly a decent road in the country, there can, we think, be traced that element of the psychology of modern China which has been responsible for so much of the trouble of the last few years—a desire to step suddenly from the Middle Ages to the twentieth century. It was this failure to recognise the need of making changes gradually by a process of transition that led to all the clamour for the immediate inauguration of parliamentary government that finally culminated in the revolution; it was the same impatience of compromise and moderation that led to China's sacrificing her national reputation for good faith in order to tear up the Opium Agreement. We are, of course, aware that China's railway system was not, in the beginning, designed for economic so much as for military and political purposes, so that Peking could be in closer touch with the provinces and despatch troops there speedily if occasion arose. Even on this basis, however, roads should be attractive; had China taken up the construction of roads at the same time as her railway system was taken in hand, her trunk roads would by now probably be so far advanced that the Central Government would have been able, at the end of last year, to despatch troops by motors to Yunnan on the first mutterings of disaffection, with, for better or worse, a far-reaching effect on subsequent political developments. Probably one of the obstacles that has been most effective in hindering the installation of roads has been the difficulty of providing security for the money borrowed for the cost of construction. A railway loan can be raised on the security of the railway itself, but to raise a loan on the security of a roadway would be equivalent to hypothecating a portion of the soil of China, which would inevitably rouse a storm of protest. It would be difficult, too, to raise money from the traffic on a roadway in the same way that it is yielded by a railway. Still, these obstacles cannot be allowed to stand in the way of an absolutely necessary development. China cannot remain indefinitely in the absurb condition of having a dozen or so of railways scattered over the country while immense areas have no better means of communication than exiguous foot-tracks. We are therefore glad to see that there is some prospect of the matter receiving attention. A Mr. DENBY, of an American motor-car company, is, we are told, in Peking negotiating with the Government for road-building concessions, including trunk roads to Tientsin and the Yangtze Valley, and, in the general interests of China's commercial progress, we can only hope that he will succeed in convincing the authorities of the need of doing something to drag the country out of its fearfully backward state in this respect.

A mail for Europe *viâ* Siberia closes to-day at 3 p.m.

Four landslides are reported to have occured on the Taipo Road, between the sixth and eighth milestones.

The P. & O. Homeward mail str. *Mooltan*, with the Hongkong mails of the 22nd April last, arrived in London on Friday, the 2nd inst.

At the Magistracy yesterday a Portuguese foreman named Luz, employed at Green Island Cement Works, was fined $10 for assaulting a coolie.

A European named Suiter was charged at the Police Court yesterday with keeping two dogs without licences. Defendant admitted the offence and his worship inflicted a fine of $10.

A Special Police Constable summoned J. C. Barnard, a chauffeur employed by the Exile Garage, at the Magistracy yesterday, for driving his car on the wrong side of the Shaukiwan Road. A fine of $5 was imposed.

A fire broke out at No. 90, Wing Lok Street, on Monday night in the premises occupied by a Chinese import and export firm. The prompt arrival of the brigade prevented the fire from spreading. There was nothing to show how the fire originated, and the extent of the damage done is unknown.

One of the officers believed to have been aboard H.M.S. *Warrior*, which foundered in the recent naval battle, was Lieutenant Norman A. Wodehouse, the famous International Rugby player, who is a cousin of Mr. P. P. J. Wodehouse, Deputy Superintendent of Police, Hongkong. Lieutenant Wodehouse was recently awarded the Albert Medal for jumping overboard from the *Warrior* in a heavy sea and rescuing a seaman.

CORRESPONDENCE.

THE WATER SUPPLY.

[TO THE EDITOR OF THE "HONGKONG DAILY PRESS."]

SIR,—May I be permitted through the medium of your paper to ventilate a grievance against the Water Authority. I have the misfortune to reside in a street the majority of houses in which are occupied by Chinese, and for several months now I have had to get my water from the street fountains, instead of by the usual house supply. Of course I know that until the recent torrential fall of rain the storage in the reservoirs was by no means great, but surely now that the reservoirs are completely filled it will be possible for the Government to give us back the convenience of house supply. I think the Government exercise a good deal too much caution in the distribution of water, and there are many more than myself who think that there is no necessity for these street fountains, except in the denser and wholly Chinese districts. As a matter of fact I don't know that they do cause a saving of water, for the waste that one sees at the fountains every day is enormous.—Yours truly,

RATEPAYER.

A SEAWEED STORY.

VILLAGERS AT LAW.

Villagers appeared as litigants before Mr. Justice Gompertz at the Supreme Court yesterday, when a claim of $1,000 was made for alleged malicious prosecution.

The parties concerned were from the village of Ma Wan Island, Capsuimun.

Mr. W. B. Hind appeared for the plaintiffs and Mr. W. E. L. Shenton defended.

Mr. Hind said the case arose out of some seaweed which the defendants alleged the plaintiffs had stolen. There had been friction between the parties previously. On the day in question, the defendants were drying some seaweed on the shore and the plaintiffs also had some seaweed in a matshed. The defendants came across and accused the plaintiffs of stealing some of their seaweed, and sent for the police, subsequently giving them in charge. The police arrested the plaintiffs and they were detained at the Water Police Station for the night and brought before Mr. F. A. Hazeland the next morning, and the case was dismissed. He (Mr. Hind) would prove that the police warned the defendants that if they persisted in bringing the charge and demanded the people to be arrested, the police would not accept any responsibility.

Mr. Shenton said his case was that his clients, seaweed was drying on the shore in the sun and the other parties went across and stole some and carried it into their matshed. In the matshed was found seaweed exactly similar to their own. The plaintiffs were brought to Hongkong and charged before Mr. Hazeland, who, after hearing only one witness, dismissed the case. He thought Mr. Hazeland's opinion was that it was only a village trouble and not a case for criminal proceedings. He (Mr. Shenton) was going to prove that there was larceny, and that by reason of the complaint the plaintiffs were entitled to be arrested and charged. He was going to attempt to justify his clients' actions.

The case was adjourned.

POLICE SERGEANT CHARGED WITH ASSAULT.

At the Magistracy yesterday the proprietor of the Chung Fa Mo Toy cinematograph, summoned P.S. Macdonald for assault on May 27th.

Mr. W. E. L. Shenton, who appeared for the prosecution, said the facts, as he knew them, were that, on the evening in question, the Sergeant and complainant were watching the pictures, the latter standing up talking to a gentleman who was sitting down. They might possibly have been speaking in loud tones, but in any event, it was alleged that the Sergeant could not hear the explanation given of the films, and, turning round, struck complainant on the elbow. Certain words passed between them and the assault was then said to have taken place. Injuries had been inflicted, it being alleged that complainant was struck both when he was inside and outside the building. He (Mr. Shenton) would put in a report from Dr. Allan.

Defendant said that it was all done in self-defence, and the Magistrate thereupon told him to plead not guilty.

The case was adjourned.

THE WAR.

MORE DETAILS OF NAVAL FIGHT.

SOME STIRRING EPISODES.

BRISK NAVAL RECRUITING.

BRITISH RAID GERMAN TRENCHES.

RUSSIAN SUCCESSES.

NAVAL ACTIVITIVES.

[THROUGH REUTER'S AGENCY.]

THE GREAT NAVAL BATTLE.

ANOTHER GRAPHIC ACCOUNT.

"HINDENBURG" TORN TO PIECES.

LONDON, June 5th.
12.50 p.m.

Further details of the sea fight are given in the *Scotsman*, which says:—When the British battle cruisers attacked, Zeppelins moved continually overhead and apparently reported that the British Grand Fleet was not yet in sight. The German Battle Fleet then closed in, and the battle raged for two hours till further aerial information caused the Germans to flee to the south. The British battle-cruisers had barred the way, but immediately Admiral Sir John Jellicoe had established touch with the enemy he sent a message to Vice-Admiral Beatty to retire.

A sudden alteration in the enemy's course as he started to flee exposed the *Tiger* to the fire from a score of ships for ten minutes and it was marvellous that she survived such an unprecedented ordeal.

An astonishing feature concerning the surviving battle-cruisers is the negligible damage from the heaviest German guns.

Our light cruisers were far superior to those of the enemy, which at the outset of the action were beaten back in confusion. Three of the latter were lost by being driven on to mines, the laying of which was one of the most heroic exploits of the action.

Our destroyers fought with sublime daring and courage, as the losses indicate. The survivors are convinced that the battleship on which they made a massed attack was the *Hindenburg* (one of Germany's latest and biggest warships). She was struck successively by four torpedoes, and huge columns of water spouted in the air along the hull, tearing her to pieces; then she heeled over till her funnels were level with the water, and sank.

Among the four battleships associated with the cruisers at the outset, the *Warspite* was the most prominent. It is stated that she sank two Germans. The protection she and her consorts gave the battle-cruisers probably accounted for the slight damage to the survivors of the latter class.

It is stated that the destroyer *Onslow* sank the *Hindenburg*.

THE BRITISH CASUALTIES.

LONDON, June 5th.
1.45 p.m.

The Admiralty has issued a list of 333 officers who were killed during the late naval battle, which includes all aboard the *Indefatigable*, *Defence* and the *Black Prince*. Only four officers of the *Queen Mary* and two of the *Invincible* were saved.

There is a further list of 43 petty officers and men, of whom eight are wounded, who were saved from the *Queen Mary*, *Invincible*, *Fortune*, *Ardent* and the *Shark*. None were saved from the *Indefatigable*, *Defence*, *Black Prince*, *Tipperary*, *Turbulent*, *Nomad* and the *Nestor*. There are sixty-six dead and twenty-seven wounded from the *Warrior*, and 115 killed and 73 wounded from other ships.

[THROUGH REUTER'S AGENCY.]

TREMENDOUS EFFECTS OF MODERN GUNNERY.

HOW THE "WARRIOR" WAS BATTERED.

LONDON, June 6th.

The tremendous effects of modern gunnery were emphasised by an officer of the *Warrior*, which was surrounded by enemy ships.

After describing how two salvoes crumpled up and sank the *Defence* and *Black Prince*, he says.—"It was our turn next, for three tripod masts were discernible on the horizon. The first shell splintered our motor boat hoist, the second hit the starboard side, the third wrecked the dynamos, darkened the ship and made the turrets useless, the fourth put out of action the port and starboard engine rooms, killing twenty men. Five minutes later the *Warrior* was afire and many of the crew were suffering from gas shells which the enemy are now using. In half an hour we were a battered hulk awaiting the end, when the *Warspite* interposed. Her first shot carried off the foremast of the leading enemy battle cruiser, and the next overturned the two fore turrets. In five minutes the enemy vessel was ablaze.

The second enemy battle cruiser ran away, but two of the *Warspite's* shells shot off all her funnels, a third gashed her stern and a fourth brought down her foremast. Later she was afire with the *Warspite* still pounding her. When last seen she was a broken hulk.

A STIRRING EPISODE.

ENEMY'S LOSSES IN TORPEDO CRAFT.

LONDON, June 5th
1.45 p.m.

One of the most stirring episodes of the naval battle was the destroyer *Shark's* plucky dash into the midst of an overwhelming and powerful foe. A survivor said that he saw two columns of German destroyers right ahead and the *Shark* went full speed between the lines and torpedoed a couple of the enemy, one on each beam, while under the hottest fire. After about ten minutes, the *Shark* was hit by two torpedoes and sank immediately. The survivors were for five hours on a raft watching the battle. The enemy's losses of destroyers must have been very great, for whenever a big shell hit one she went down like a stone.

The German submarines were very busy, but it is thought that many were sunk by British big ships running over them.

The Germans seemed as far as possible to concentrate their fire on one ship at a time and the survivors saw five of their battleships and battle-cruisers firing at one of our cruisers.

GERMAN BATTLE-CRUISER SEVERELY HANDLED.

COPENHAGEN, June 5th.
1.45 p.m.

The battle-cruiser *Seydlitz* was sighted on the 1st inst. thirty-eight miles to the west of the Faroe Islands, pursued by British warships. The *Seydlitz* was badly damaged all over and had two great holes aft.

FIGHTING SHIPS WELCOMED.

There were remarkable scenes upon the arrival of the fighting ships, soldiers with their bands spontaneously joining with the crowds in welcoming them.

Many of the wounded were gassed.

[THROUGH REUTER'S AGENCY.]

KAISER VIEWS HIS BATTERED FLEET.

AND IS CHASTENED.

AMSTERDAM, June 6th.

The Kaiser was apparently chastened by his visit to the fleet at Wilhelmshaven, as the telegrams which were subsequently sent to Admirals von Tirpitz and Koester were less vain-glorious than hitherto. In them the Kaiser merely thanks them for their work in preparing "a war instrument which has brilliantly endured a trial of fire."

The Kaiser bestowed the inevitable crowd of decorations, including the Order *Pour Merite* on Admirals Scheer and Hipper, he having promoted the former to the rank of Admiral.

NAVAL RECRUITING BRISK.

Naval recruiting has been most brisk since the battle.

FRANCO-BELGIAN FRONT.

[THROUGH REUTER'S AGENCY.]

BRITISH RAID GERMAN TRENCHES.

MUCH RECIPROCAL SHELLING.

LONDON, June 6th.

General Sir Douglas Haig, in a *communiqué*, states.—There has been no material change at Gillebeke, The night was quiet but there has been much reciprocal shelling to-day. The enemy made small attacks last night which were easily repulsed. There have been several minor enterprises on both sides elsewhere. An enemy raid at La Boiselle, following a heavy bombardment, caused a few casualties before the enemy retired leaving his dead. A second hostile raid after a mine explosion north east of Arras was unsuccessful. We occupied the crater. The British entered German trenches at five different places between Guinchy and Fauquissart. Two parties killed forty Germans. Mining warfare has been active between Hulluch and Givenchy.

BAD WEATHER HAMPERS OPERATIONS.

PARIS, June 6th.
1.45 a.m.

A *communiqué* says that bad weather has hampered operations on the northern Verdun front. There has been no infantry action.

The bombardment of Vaux and Damloup continued, especially of Vaux fort, where the situation is unchanged. There was an intedmittent artillery duel in the Avocourt sector left of the Meuse.

ITALIAN FRONT

[THROUGH REUTER'S AGENCY.]

VIOLENT FIGHTING.

AUSTRIAN INFANTRY MOWN DOWN.

ROME, June 5th.

A *communiqué* states:—In the Lagarina valley, after an intense bombardment, the enemy made a diversional attack on the Monte Giora and Tierno front, while a real attack was made at Conizugna, being repulsed with heavy losses. On the Posina and Astico front the enemy made fresh and violent efforts in the direction of Monte Alba and Colleposina. His infantry was mown down, and after a desperate struggle he retired in disorder.

On Saturday night superior forces compelled us to evacuate positions at Monte Cengio and to retire to a line in the Valley of Canaglia which had been previously strengthened. We still hold the western slopes of Monte Cengio, and two violent night attacks thereon were broken.

RUSSIAN FRONT.

[THROUGH REUTER'S AGENCY.]

GREAT RUSSIAN SUCCESSES.

13,000 PRISONERS TAKEN.

PETROGRAD, June 5th.

The Russians have scored great successes on the Pripet front and on the Rumanian frontier, and have taken 13,000 prisoners.

GENERAL.

[THROUGH REUTER'S AGENCY.]

BOASTING BETHMANN-HOLLWEG.

"WE DO NOT FEAR DEATH, THE DEVIL, NOR HUNGER."

LONDON, June 6th,

Dr. von Bethmann-Hollweg, the German Chancellor, speaking in the Reichstag, said that after the successful repulse of their enemies they desired to shorten the terrible sufferings in Europe, but their enemies refused to recognise the war map, which had now changed further in their favour, as witness Kut and Verdun, the collapse of the Russian offensive in March, and the Austrian thrust in Italy, He added.—"We must and we shall fight till a final victory is achieved. We do not fear death, the devil, nor hunger; the devil to which our enemies wish to send our country. The men who are fighting at Verdun under Hindenburg are proud, and our bluejackets are fashioned from a breed which knows how to bear privations. Privations exist, but we bear them, and the enemy's reckoning of our economic difficulties will prove deceptive."

THE INDO-CHINA CO.

"TIMES'" COMMENT ON EXCESS PROFITS TAX.

LONDON, June 5th

Commenting on the suggestion of a shipping correspondent, that the Excess Profits Tax should be applied to companies registered in Crown Colonies, the *Times* points out that some such companies have to face severe competition from companies that are not subject to the tax.

Regarding the position of the Indo-China Steam Navigation Company, the *Times* remarks that it would be anomalous if, owing to the transfer of the Head Office to China, it escaped the tax while another Company, maintaining a somewhat similar service in the Far East, and which remained in London, was called upon to pay.

GREECE PROTESTS AGAINST ALLIES' ACTION.

ATHENS, June 6th.

Greece has protested against the proclamation of martial law in Salonika by the Allies, describing it as a grave infringement of the sovreignty.

SPRING CLOTHES.

THE OPTIMIST AND HIS TAILOR.

An optimist called on his tailor to order spring clothes. "I want," he said, "a nice indigo blue serge suit."

"I am sorry," said the tailor, "but we can't do you one."

"Why?" asked the customer.

"It's a question of dyes," answered the tailor. "The Germans had the monopoly of indigo dye."

The customer shuddered. "Show me some trousers. I want two pairs of fine worsted ones, to go with my black coat when the fine days come. Something stylish and distinctive, and not too striking."

The tailor unfurled a batch of rolls of cloth. The customer looked at them in disdain, Their patterns were sombre. "Why show me things like these?" he demanded reproachfully.

The tailor was candid. "I know," he apologised, "they are not what your exacting taste expects (the customer felt the usual glow of pleasure), but you would hardly believe the trouble we have in getting fine pre-war trouserings. Ware-houses that stocked five floors of them have now only a few ranges on one floor. Many of the wholesale houses have, in fact, given up trouserings altogether until after the war (the customer, a sensitive man, looked outside at the driving rain and shivered). But I know exactly what you want, and I'll tell you what I'll do; I'll send a *man* round Golden-square and Savile-row and try to get two or three choice patterns to post to you."

He said it exactly as a Bond-street jeweller might tell a duchess how he would have to scour Hatton-garden to get a black pearl.

Disheartened in his spring outfitting expedition, the customer next went to his hosier. The hosier was even more doleful than the tailor. "If the war [illegible]," he said, "I shall not be surprised to [illegible] a famine in a [illegible] of our [illegible]

(Continued on next Column.)

especially underwear. (The sensitive man was by this time nearly swooning). Prices have risen 33 per cent. and will rise 50 per cent. soon. The all-woollen garment will be practically unprocurable next winter.

There is a growing shortage of labour, and the Army needs must be supplied first. A number of the biggest manufacturers are making hardly any civilian stuff. Boots are becoming almost as expensive as coal; hatters are putting on about 20 per cent.; the dress economist will have to confine his wardrobe to ties and an umbrella, or else borrow one of his wife's costumes—for women's clothes seem to be cheaper and more varied than ever."

"Ties," continued the hosier, relentlessly, "will also become dear. Umbrellas already cost more, even the sticks and handles have gone up."

DEATH OF YUAN SHIH-KAI.

SUCCUMBS TO AN ATTACK OF NEPHRITIS.

[FROM OUR OWN CORRESPONDENT.]

PEKING, June 6th.

The President died at 11 o'clock this morning.

SHANGHAI, June 6th
9.40 p.m.

Yuan Shih-kai is dead. He succumbed to an attack of nephritis (inflammation of the kidneys). He was attended by the French Dr. Bussiere who reported his death to the Allied Ministers this morning.

["Yuan Shih-kai," wrote Mr. F. A. McKenzie recently, "is the most outstanding figure China has produced during the past century," and with this opinion most of those who have had any experience of Chinese affairs will agree. He was, says the same writer, a ruler of very remarkable gifts. He was a leader of the modernising movement in China, and was one of the first to Westernise the military organisation. He repudiated the old Chinese conservatism on the one hand and the rash reforms of "Young China" on the other. He ever proved himself a friend of the white man, from the days when, as Governor of Shantung during the Boxer rebellion, he defended every European in his territory. He believed in modern education, in social reform and in the betterment of the position of women. He welcomed the work of missionaries and he was, above all, a man of order never afraid of employing the strong hand. In spite of the fact that his pretensions to the Dragon throne alienated the sympathies of many of his supporters and led, as it is suggested, to the beginning of the revolt which recently seriously undermined his power, there were few foreign residents in China who did not hold firmly to the belief that Yuan's hand on the helm of State was absolutely essential to good government. His loss is a serious blow to the country, and, as far as can be seen, there is no-one to take his place.

Yuan was known as the strong man of China, and he made himself virtually dictator of the country in 1914. He destroyed the Republican form of representative Government, suppressed Parliament, and amended the Constitution in such a way as to give him absolute power. At the beginning of 1915 a new law was promulgated for the election of the President of the Republic. The effect of this law was to make Yuan President for life.

Yuan Shih-kai was elected President of the Republic of China on October 7th., 1913 when he was opposed by Li Yuan-hung, the voting resulting as follows,—Yuan Shih-kai, 507; Li Yuan-hung, 179, the latter thus becoming Vice-President. At the time of his death Presidnt Yuan Shih-kai was in his 58th year.]

LOCAL DISTURBANCES.

POLICE RESERVE CALLED OUT.

Upon the receipt of the news of the death of the President there were scenes of varying sentiment in the Chinese quarters of Hongkong last night, and, as a consequence, the Special Police received an emergency call. Many of the Chinese expressed their feelings by forework displays, and as this is illegal without the permission of the police there were many arrests, In one instance an European constable who arrested a Chinese for letting of fireworks was mobbed, and it was this happening which led to the Police Reserve being called out. Nothing serious occurred, however, and at a late hour last night the Chinese quarters were reported to be perfectly quiet.

THE WOMAN WHO IS WAITING.

[BY LOUISE ARNOLD.]

You must know her, for she is everywhere, the waiting women.

In the drawing-room, the kitchen, or the workshop you will find her, and beside her will be another waiting woman and another, and yet another.

In every house, large or small, she is. In every town and village, every little hamlet and crowded city, waiting patiently, maybe vainly, for the return of some loved one. Looking for the end of the war, with a brave smile and a wonderful courage, lending a ready, eager hand in the great struggle; nobly, uncomplainingly, she is waiting, and surely it is harder to sit on the fence and wait for the termination of a fight than to be in the thick of the fray.

Action brings solace to the harassed heart, but the peaceful work of the woman worker is a poor substitute for the din of battle and clash of arms.

Upon the shoulders of the women of Great Britain is a difficult burden—to wait—and how nobly and bravely they are waiting!

I was with one of these heroines to-day, and her cheerfulness and resignation to the colourless drudgery of her weary task roused in me a deep feeling of pride and admiration.

"We've moved into smaller rooms," she said apologetically as she ushered me into her little living room. Two years ago she was the proud possessor of a tiny house. Now a scantily furnished living room and bedroom in a poor tenement building served as her home, yet there was no murmur of complaint—indeed, a bright hopefulness radiated from her manner as she continued her industrious stitching.

"You're very busy," I remarked.

"Yes," she said, "I've been fortunate in getting a little work I can do at home. It helps a little."

"Do they pay you well?" I asked—for the work seemed monotonous drudgery.

She smiled, and pointed to the large pile of trousers by her side. "I get sixpence a dozen for putting on the buttons, working the button-holes, turning up the bottoms, and pressing them!"

"Sixpence a dozen!" I exclaimed, horrified.

"Yes," she said simply; "and if I work hard I can earn a shilling a day."

"But surely you can get better paid work than *that*!" I protested.

"I *could*," she explained, "if I went out all day, but you see I've the children to look after!"

"Couldn't you take them to the local crèche?" I suggested, as I picked up the wee baby of nearly two years.

"If there was one near enough, *yes*," she said, "but it's too far away. I might get one of the neighbours to take care of the baby, but there are the other three If I went out I should have to lock them outside and leave them to play in the streets. I'd rather struggle along as we are doing," she added, "than neglect them!"

"Can you manage to buy enough food and clothing?" I asked.

"It is difficult," she replied. "When John was here he used to give me thirty shillings every week to keep the house and buy the clothes Now I only get the Army allowance of 12s. 6d.—with an extra 3s. allowed in London—3s. 6d. for the eldest girl, and for the other three half a crown each—that's twenty-six shillings and sixpence, with the rent, coal, and gas that John always paid. With food and coal so dear, it's difficult."

I agreed with her. It *is* difficult to make ten shillings do for a pound, and the pound barely worth 13s. 4d.

"You see food is so very dear," she continued. "It costs me nearly 5s. a week for bread alone; then the children must have milk, 6d. a quart now instead of 4d., and sugar at 5½d. per lb., where it used to be only 2½d.—and even at that price it's impossible to buy it without tea. And of course," she added, "I always send John his parcel."

"But why?" I asked. "He gets plenty of good, wholesome, though plain, food?"

"Yes, but he always looks for his little parcel of dainties from home!"

"But he would not have you deprive yourself of necessities," I reminded her.

"Of course I do not do that," she lied bravely, "but he comes first, and I've never missed sending him some little things each week. He's out there fighting for us, risking his life for us, and, if we *do* go a little bit short sometimes, it's worth it!"

A noisy clatter of children's clogs, which had replaced the now too-expensive boots, ushered up the narrow staircase, and the three elder children (a girl of ten and two boys—seven and four) burst into the room, happy in that sublime ignorance of childhood that fails to realise the presence of poverty and hungry with appetites as healthy as those of men and women.

"You'll be glad when daddy comes home!" I said, as they eagerly devoured the buns and cakes I had brought with me.

"Rather," the oldest replied; "dad always used to give us pennies to spend," with a reproachful glance at the brave mother.

"And we used to have jam and cake on Sundays," the little seven-year-old joined in.

"Daddy take us to the 'pilla palla,'" solemnly piped the four-year-old sister.

Father stands to the baby minds a symbol of peace and plenty, a dispenser of joys and treats—the childish mind naturally associates all the good things in life with "daddy." The patient mother, struggling with adversity, only smiled wistfully and said:

"They don't understand!" But in her heart I know she must feel this as the hardest part to bear in all her privations, to see her little ones deprived of their innocent pleasures, aye, and of food and clothing too. They have not the glorious consolation of understanding what these small sacrifices mean to [illegible]

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48-3

THE NEW FRENCH REMEDY.
THERAPION No. 1
THERAPION No. 2
THERAPION No. 3
THERAPION
54

WEATHER REPORT.

On the 6th at 1.10 a.m.—Depressions lie over S.W. China and over the Yellow Sea. An anti-cyclone lies to the east of Japan.

Pressure has increased considerably over N E China and decreased slightly along the south coast to Cape St. James, and over the Philippines.

Hongkong rainfall for 24 hours ending at 10 a.m. to-day, 0.54 inches.

The forecast for the 24 hours ending at Noon to-day is as follows:—

DISTRICT	FORECAST.
Hongkong & Neighbourhood	S. to S.E. winds, moderate; squally; fair to showery.
Formosa Channel ...	The same as No. 1
South Coast of China between Hongkong and Lamocks.	The same as No. 1.
South coast of China between Hongkong and Hainan ..	The same as No. 1.

CHINA COAST METEOROLOGICAL REGISTER

6TH JUNE, A.M.

Station.	Hour.	Barometer at Sea Level.	Temperature.	Humidity.	Wind Direction.	Wind Force.	Weather.
Vladivostock ...	6 a.	—	—	—	—	—	—
Nemuro	5 a.	30.24	—	—	N	3	—
Hakodate	"	30.03	—	—	N	1	—
Tokio	"	30.01	—	—	S	2	—
Kochi	"	29.86	—	—	ESE	3	—
Nagasaki	"	29.72	—	—	N	1	—
Kagoshima ...	"	29.80	—	—	SSE	1	—
Oshima	"	29.83	—	—	W	—	—
Naha	"	—	—	—	—	—	—
Ishi'jima	"	—	—	—	—	—	—
Bonin Is.	"	30.01	—	—	—	0	—
Chefoo	6 a.	—	—	—	—	—	—
Weihaiwei	"	29.78	56	87	W	3	o
Hankow	"	—	—	—	—	—	—
Ichang	"	—	—	—	—	—	—
Kinkiang	"	—	—	—	—	—	—
Changsha	"	—	—	—	—	—	—
Shanghai	"	29.67	64	90	NNE	2	r
Gutzlaff	"	29.64	64	95	N	4	o
Sharp Peak ...	"	29.74	77	83	SW	2	o
Amoy	9 a.	29.83	77	77	—	0	o
Swatow	6 a.	—	—	—	—	—	—
Taihoku	5 a.	29.68	68	96	W	1	o
Taichu	"	29.69	75	—	—	0	o
Tainan	"	29.69	77	—	SE	3	o
Koshun	"	29.71	77	—	—	0	o
Pescadores ...	"	29.67	79	—	SSE	4	o
Canton	6 a.	29.60	76	95	SSW	2	or
Hongkong ...	"	29.62	81	85	SW	3	oq
Gap Rock	"	29.62	—	—	SSW	4	o
Macao	"	29.60	79	85	SSW	4	o
Wuchow	9 a.	—	—	—	—	—	—
Hoihow	"	—	—	—	—	—	—
Pakhoi	"	—	—	—	—	—	—
Phulien	6 a.	29.58	81	97	S	4	r
Tourane	"	29.63	81	—	SW	2	b
Cape St. James	"	29.69	79	—	SW	2	b
Aparri	"	29.71	79	84	ESE	2	o
Dagupan	"	29.69	79	80	—	2	o
Manila	"	29.74	77	89	—	0	o
Legaspi	"	29.71	77	96	—	0	b
Tacloban	"	29.69	68	95	—	0	b
Iloilo	"	29.71	77	94	—	0	b
Surigao	"	29.69	75	95	—	0	b
Labuan	"	29.72	80	95	SW	2	of

T. F. CLAXTON, *Director*.

1. BAROMETER, reduced to 32 degrees Fahrenheit, on the level of the sea in inches, tenths and hundredths.
2. TEMPERATURE, in the shade, in degrees Fahrenheit.
3. HUMIDITY, in percentage of saturation, the humidity of air saturated with moisture being 100.
4. DIRECTION OF WIND, to two points.
5. FORCE OF WIND, according to Beaufort Scale.
6. STATE OF WEATHER, b blue sky, c detached cloud, d drizzling rain, f fog, g gloomy, h hail, l lightning, o overcast, p passing showers, q squall, r rain, snow, t thunder, v visibility, w dew (wet).
7. RAIN in inches, tenths and hundredths.

SINN FEINERS AT HOME.

THE LEADER AND HIS SOPHOCLES.

Mr. Harold Aston, writing from Cork, gives an interesting description of the Sinn Feiners at home.

A couple of thousand of them—practically all quite young men of the shop assistant and clerical type, with a fair sprinkling of farmers and boys and "hobble-dehoys"—journeyed up to Dublin by the race excursion trains, leaving three hundred or so behind "to look after Cork." Their leaders admitted to me in the course of a friendly chat that things had gone wrong with them somehow in Ireland this week. This was over afternoon tea and bayonet practice in the Nile Street G.H.Q. of the clan.

Though they looked unutterable things they were quite friendly and eager to argue about anything under the sun. My slight (but sufficient) adventure with them provided a quaint sidelight upon the "war"—the war as it is felt and expressed in Cork.

The city was thronged with a holiday crowd. The pleasure steamer *Mabel* packed with laughing trippers, was moving gaily down the water in the bright sunshine; the same light-hearted note of festival was repeated again and again in the wide and crowded streets. There was not a soldier to be seen anywhere, and hardly a policeman. Hundreds and hundreds of young men were marching, apparently aimlessly, up and down, each with a blackthorn in his grip and something bulging in his pocket; and at the corner of a quiet street two tall members of the Irish Constabulary were lolling unconcernedly, watching a big, shuttered house over whose doorway blazed in gold the national emblem of the rising sun, and above it, in letters a foot high,

IRELAND'S ARMY.

There was nothing remarkable about their door except that the knob had been removed and the hole of it enlarged. I had not been in Cork an hour before I had discovered the Sinn Fein "password"—it was easy enough.

I whispered it through the hole. The door immediately swung open and I walked in, to be instantly confronted by a wild-eyed, ragged-haired slip of a youth who jabbed at me with a bayonet and sent me staggering backwards. Behind him in the narrow passage were a dozen more equally wild-looking and similarly armed youths. They pressed forward, flashing their bayonets and demanding to know by what traitorous methods I had gained admittance to their stronghold.

I said I represented The *Daily Mail*, and had two simple questions to ask—whether it was true that the police had ordered them to give up their arms and ammunition within a certain time this afternoon, and whether—to-day, to-morrow, or at any other time—they had decided to hold up Cork after the manner of their brethren in Dublin.

You ask questions of this somewhat extraordinary nature in the same breath and in the same tone as if you are remarking of the weather—in Cork.

A SOILED BYRON.

The young men with the bristling bayonets referred me to their leader—a somewhat older man, who looked like Byron slightly soiled. He was unarmed, save for a slim volume of Sophocles he carried in his white, ladylike fingers. He spoke in soft, cultured voice.

"If they come to demand our arms," he said, a trifle wearily, as though he were tired of discussing the obvious, "we shall shoot them. And as to your second question, I very much regret to say that something has gone wrong with the arrangements. We might have been in possession of the post office but for the fact that the military got there first. They are there now, in strong force in all the upstair rooms, where, I understand, they have the consoling companionship of a machine gun.

"No—all things considered, I don't think we shall rise in Cork.

"When the news of the Dublin rising trickled through here on Monday afternoon we all retired into our armoured barracks, loaded our rifles, polished our bayonets, set in stores of provisions, and prepared for—anything. At midnight the Bishop of Cork and the Lord Mayor came here and demanded admission. They were refused at first, but after considerable parley we admitted them. They implored us to lay down our arms and not to resort to physical force of any kind. We refused absolutely. Sorrowfully the bishop bowed his head. 'Then I leave you to your fate,' he said.

"'We do not fear our fate,' we declared. 'Leave us to it by all means!'

"'But *this* fate you will fear,' said the bishop. 'I will excommunicate any man of the Sinn Feiners who resorts, at this critical moment of our national history, either to arms or to any manner of physical force.' And so saying he departed."

When I left this amazing city this evening all was peace in an area where at any moment those behind the scenes were expecting sinister trouble. Nothing happened, though the Sinn Feiners, bolted and barred within their gloomy fortress in Nile Street, still retained their arms.

Fortify yourself
with Bovril

IT MUST BE BOVRIL

BRITISH TO THE BACKBONE
66-1

SINN FEINISM.

HISTORY OF THE MOVEMENT.

The Sinn Fein movement, which in its wartime phases has led to the trouble in Dublin, was inaugurated about sixteen or eighteen years ago. It was an offshoot of the Gaelic League movement. Sinn Fein has no direct connection with the Gaelic League organisation, although a number of its adherents are members of the Gaelic League, which itself is a non-political body. The words "Sinn (pronounced Shin) Fein" in the Gaelic language mean "ourselves," Sinn being the word for "we," Fein an emphatic particle meaning self.

As originally preached, the doctrine of Sinn Fein was one of self-reliance, and this principle commended itself to many persons in Ireland who thought that too much dependence was being placed on the British Parliament to improve the conditions of the country in respect to government and economics. As later developed by those who made themselves prominent in the movement, the gospel of Sinn Fein assumed a more materialistic aspect than in its original sphere, and it became concerned with what was conceived to be its natural development in absolute indifference to and contempt for the interests of outside countries. It is a fundamental creed with the Sinn Feiners that the Parliamentary movement had demoralised the people of Ireland, and that before any progress could be made along Sinn Fein lines it was essential that the Irish party should be broken up.

For several years the major portion of the Sinn Fein efforts was directed into this channel, and, although the cult of Sinn Fein appealed to the imagination of certain sections of the community, it never really caught on with the masses, and where the people were not indifferent, they preferred in nine cases out of ten to support the Irish party. From time to time, however, the Sinn Fein movement has made itself awkward for the Irish party. The first occasion when any sort of impetus was given to the movement was when the country was disappointed at the fiasco produced by the rejection in 1907 of the Irish Council Bill—a devolutionary measure of which Sir Antony (now Lord) MacDonell was the principal author. It is no secret that the Irish leaders of the party were originally favourably disposed towards the measures, but the Sinn Feiners were potent amongst the influences which "gingered" the Convention held in Dublin under the auspices of the Nationalist party into refusing to accept the bill.

THE IRISH VOLUNTEERS.

The next fillip given to the movement was when the establishment of Sir Edward Carson's Ulster Volunteers pointed the way to Sinn Feiners to a new field of action, and it is due to them that the rival force of volunteers was set on foot by the Nationalists. At the outset the Irish party sternly discountenanced the idea of the foundation of Nationalist Volunteers, believing that constitutional, rather than armed, methods held the field; but when the new Irish Volunteer movement became too widespread and strong to be ignored, Mr. Redmond's party determined to capture it, and had little difficulty in doing so.

Then a schism set in with great suddenness. The section of the volunteers who passed over to the control of the Irish party became known as the National Volunteers. The original founders of the force, rebelling against the control of the Irish party, which produced a moderating influence upon that body, started a section of volunteers on their own account, who are known as the Irish Volunteers, and these are the men who were behind the trouble in the Irish capital. Dublin was their stronghold—in other parts of Ireland they were of much less account than in the Irish metropolis.

The war gave a new scope to the activities of this extreme section of volunteers. From the beginning of hostilities it became their avowed object to put into practical effect the old maxim, "England's difficulty is Ireland's opportunity," which since the revival of Liberalism in 1906, and the reinstatement of Home Rule in the forefront of politics, had become discredited in the ranks of Nationalist masses. The Sinn Fein party has been very strenuous in its propaganda work in opposition to recruiting and generally "agin' the Government." If it has come out strongly on the pro-German side it is not because Sinn Fein has any love of the Germans, but purely and simply with the ultimate idea of bringing into being its ideal of an Irish Republic under Sinn Fein control.

A considerable number of young men in Dublin, chiefly, strange to say, drawn from the Civil Service classes, have rallied round the Sinn Fein movement, and, still more curious, there has been a certain leavening of men from the North of Ireland, whom one would naturally expect to find in the opposite camp. In this connection it may be mentioned Sir Roger Casement, a native of co-Antrim who is now imprisoned in London, took an active part in organising the Nationalist Volunteers before they came under the Irish party, afterwards continuing his work in the ranks of the Sinn Fein section of the Volunteers.

"ALL IRELAND FOR THE IRISH."

It is difficult to suggest the actual development of the active rebellion which broke out, as the inner history of the Irish parties is scarcely known to themselves. But the Sinn Feiners, under their organising leader, O'Rahilly, and their military adviser, Colonel Moore, have during the last three years attained to a position and a political strength that has proved more than once highly inconvenient to the Redmonites. Mr. Redmond was wise in assuming control of the Nationalist Volunteers. He did so in order to keep the growing and restless movement out of the hands of men like Casement and Moore. But it was a difficult force to control, and from the first Mr. Redmond's acquiescence in the exclusion even of the Four Countries of Ulster from the operation of Home Rule was denounced by Sinn Feiners as treason to Ireland. Many clergy and politicians took up a non-committal attitude towards this "All Ireland for the Irish" battle-cry—the clergy because they were desirous of maintaining their influence over their flocks; the politicians because they were anxious to avoid anything in the nature of a critical dispute in view of the future of the Home Rule movement.

(Continued on next Column.)

How the Gaelic League, the Ancient Order of Hibernians, and other nominally pacific organisations have been kept informed or have approved of the schemes of the extremists we shall probably know when the inevitable recriminations begin. As it is, the official Irish Parliamentarian has the unpleasant fact to digest that nothing could have been more likely to cause disillusionment among honest English Home Rulers than this lunatic outbreak, of which the sole justification seems to have been the complacent indolence of the Minister responsible for Ireland. There has been little public explanation of the rebellion. The habitual oracles are dumb, a fact which is in itself of good augury. Sir Roger Casement is the only man who has allowed his name to be associated with the rebel movement. We wait for the elucidations of Professor MacNeill and Mr. Kettle.

THE EXTREME POLICY.

In a word, then, the Sinn Fein movement may be said to be the extreme policy of irresponsible Separatists, designed to make exactly the outbreak which it has now made. How far it obtained the sympathy of the Irish masses is known not even to those masses. But on the principle that it is always as well to shout for the most brutal side lest a worse thing happen to one, its operations in Ireland were tacitly helped by the bulk of the people, however little inclined to commit themselves to open insurrection, winked at by the clergy because they could not, for the life of them, foresee the issue of the movement, and mistrusted by the Irish members themselves, who saw in the physical force party their own executioners. It affords a curious illustration of the great results that can always be obtained by a few men who know their own minds. As to German subsidies, that also is a matter upon which much light is about to be thrown in the course of a few days.—*Daily Telegraph*.

HOW COUNTESS MARKIEVITZ SURRENDERED.

LAST KISS TO HER REVOLVER.

How Countess Markievitz surrendered with a force of 120 rebels who had been in possession of the Royal College of Surgeons all through the rebellion in Dublin was related to a *Daily Mail* correspondent by one of the Dublin public officials.

"Countess Markievitz was in command of the party which seized the college," he said, "and she defended it very stubbornly. It was the last place in St. Stephen's Green to surrender. At eight o'clock on Saturday morning the white flag was hoisted in place of the rebel flag and a communication was sent to the officer commanding the attacking force to say that the garrison would surrender at eleven o'clock.

"At the appointed hour the Countess marched out of the college, followed by her force walking in twos. She was dressed, as she had been throughout the week, entirely in green—green tunic, a green hat with a green feather in it, green puttees, and green boots. It was a rather picturesque scene. She led her men to the British force, saluted the officer in command, kissed her revolver before surrendering it and her bandolier to him, and then announced, 'I am ready.' Her men were disarmed and marched under an armed escort through Grafton-street and Dame-street to the Castle.

Referring to the damage done the Dublin official said:—

"The destruction of the lower half of Sackville-street is complete. For about 700 yards there is hardly a building left on either side. Some have been burnt by the rebels, others have suffered from the shells of the military fired from the district of Rathfarnham, a range of four miles. About 200 rebels surrendered when the General Post Office was attacked. Here it was that Connolly was taken. He had a fractured thigh. Only the walls of the building are left standing, and hard by the Hotel Metropole, the *Freeman's Journal* office, Eeson's, the newspaper-distributing firm, and Thoms, the Government printers, have all suffered very badly. In fact, from the river to Nelson's Pillar there is very little but wreckage. It is calculated that the damage amounts to £2,000,000, and people are concerned to know whether the Government will give financial aid."

COFFIN-FULL OF CARTRIDGES.

"Until Thursday the rebels were full of resolution. They were adopting many ingenious devices for getting in ammunition. At Rathmines two coffins were opened by the guards: one contained a body and the other ammunition. A closed hearse was full of ammunition. On Thursday I saw about sixty dead or wounded men lying in the road near Boland's bakery. One of the last places surrendered was the South Dublin Workhouse, in Thomas-street, where the white flag was hoisted through a chimney.

"The fires were appalling. People living in the district say that from Killiney Hill, nine miles away, the Nelson Pillar could be seen standing out against a vast background of flames. The fire brigade behaved splendidly. I saw them attacking a fire in Harcourt-street with bullets whizzing about them.

"Shopping was a desperate business during the week-end. Supplies had practically run out. For a bullock's heart 4s. had to be paid. Bacon was 3s. a pound, butter 2s. 6d., but most shops were sold out of both. Potatoes were 2s. a stone as against 10d., and 2lb. loaves 8d. to 1s. Many bakers' carts were raided directly they left the yards; the people paid for the bread but they left none to be delivered.

THE SINN FEIN REVOLT.

ORGY OF DRINK AND LOOT.

The Belfast correspondent of the *Daily Mail* gives further details of the rising in Dublin, supplementary to those published in the *Daily Press* yesterday. He says:—

Easter Monday had drawn thousands of sightseers to the capital. The principal business establishments were closed, but Sackville Street was crowded with holiday-makers, when, as the morning wore on, little knots of Sinn Fein Volunteers were seen to be approaching from many quarters. Some were in the green uniform of the body, but the majority were in mufti. Most carried rifles with fixed bayonets and haversacks, while their bandoliers were full of cartridges. They thronged the tramway-cars going citywards, and in some cases took forcible possession of them. They sang rebel songs and jeered at the people. Incoherent threats of coming great deeds were bandied. The atmosphere became tense with excitement, for which no particular reason could be assigned.

The men congregated in ever-growing numbers round the principal city buildings. The Post Office and its neighbourhood was the rendezvous for many hundreds; the *Freeman's Journal*, the *Daily Express*, and *Irish Independent* offices were surrounded. The Four Courts and the Castle were also centres of attraction to the rebels.

ON THE STROKE OF NOON.

As the clocks began to strike the hour of noon the rebellion was launched. A crowd of armed men rushed the Post Office. The entrances were seized and the lower windows, smashed in the first rush, were barricaded. The operators, taken by surprise, were soon overpowered. The men, many of whom are said to have secretly sympathized with the movement, were taken prisoners; the women were turned into the street, which by this time was a seething mass of howling humanity. With sticks and the butts of their rifles others of the rebels had forced an entrance into neighbouring shops and business premises. Machine-guns were mounted from the tops of the Post Office and the barrels of rifles peeped from the barricades of the lower windows. The crackle of rifle shots could be heard, and now and again a shriek of pain above the wild hurly-burly of the shouting, swearing mob.

A man, said to be James Connolly, organizer of the Irish Transport Workers' Union, essayed to harangue the crowd from the Post Office.

SEALSKINS AND PORTER.

The dregs of the city had been drawn to the spot. Loot was the uppermost thought. Half the shops in Sackville Street were sacked. Respectable citizens, holiday-makers from Belfast, and people of the most unimpeachable loyalty and probity, to save their skins, were compelled to take part in the thievery.

Sealskin coats and silk blouses were soon to be seen on women with bare feet and ragged petticoats reeking strongly of porter; children who had never possessed twopence of their own were imitating "Charlie Chaplin" with stolen silk hats in the middle of the turmoil and the murder. In five minutes the entire contents of a sweet shop disappeared and a bookseller's stock was being hawked at bankrupt prices.

Meanwhile the rebels were endeavouring to make their position more secure. On the top of the *Daily Express* building machine-guns were mounted. On Stephen's Green entrenching was begun, Guinness' brewery, a big bakery, and Jacob's biscuit factory were seized. A contingent took possession of the Four Courts, while another attacked—in half-hearted fashion, it is true—the castle.

The authorities, after an abortive lancer charge down Sackville Street, during which several persons, including an officer of the lancers, were shot, confined themselves to the defensive. At Amiens Street Station the revolutionaries met a hot reception. The officials, aided by police, barricaded the building and held it against repeated attacks, though two of them were killed.

ISOLATED FROM THE WORLD.

Nevertheless, Dublin by this time was isolated from the world. The rebels, once in possession of the Post Office, cut the telegraph and telephone wires.

Approaches to the city by road were all held by rebels, and no one was allowed to enter or leave save at their pleasure. In that matter every picket appeared to be a law to himself, but motor-cars were commandeered whenever they were encountered. The roads were alive with these vehicles. Hundreds had gone in the morning to Fairyhouse races and they were all held up on the return journey. Sometimes the chauffeur was compelled, with a pistol to his head, to drive rebel messengers on errands connected with the rising; sometimes the cars were driven into Dublin, where they were converted into street barricades.

Two military officers who refused to stop when called upon were shot. One is in a precarious condition, but his companion is less seriously wounded. For the most part, however, the owners of the cars were not maltreated, and occasionally an element of humour peeped through the proceedings. One motorist, driving two ladies, stopped a considerable distance from town, protested that they could not walk. The leader of the marauders threw the carriage rugs on to the roadway. "Then you can sit there, sure," he said as he drove off.

The railway stations were besieged by thousands of excursionists who had come from all parts of Ireland that morning to spend the holiday in the capital. Hundreds of them were young girls, terrified and half fainting. Here and there a whole family struggled to keep together and fight its way as one to the barriers. Now and then a man in khaki essayed to push a way for some helpless woman. He was a dangerous escort. In the streets dominated by the rebels the appearance of a soldier's uniform was a signal for a running fire of rifle shots.

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WHAT IS THE LESSON OF VERDUN?

OUGHT WE TO IMITATE?

Mr. A. G. Gardiner, writing in the *Daily News and Leader*, after giving a *résumé* of the operations around Verdun, says:—

There is in this a profound lesson for us. I shall not presume to say what that lesson is, but I shall attempt to suggest what it may be. And as a preliminary let us agree that the aim ought to be, not to satisfy any public impatience, but to win the war. Public impatience deposed Fabius, and gave Hannibal the victory of Cannae, but it was the patient policy of Fabius that made Hannibal's ultimate defeat assured. The natural demand of the public is for action. They want to see some dramatic stroke, and there are plenty of quacks to appeal to this elementary and human demand. The German have failed at Verdun, they cry: What are we waiting for? Let us have a Verdun of our own. Let us smash through to the Rhine.

Is that the true moral of this great episode? By universal consent, this has been the greatest offensive of the war. The Germans brought to it not less than 600,000 men and a six months' accumulation of material. They prepared the attack with extraordinary secrecy and began it with every advantage on their side. They had four days of startling success, and in Berlin the wooden statue echoed to the hammering-in of countless nails. And at the end of nine weeks they have suffered the heaviest defeat in history. No computation of their losses puts them lower than 300,000 men and it is doubtful whether the losses of the French are a third of that number. And it must be remembered that the measure of the defeat is the relative loss. In the old days of mobile warfare, the defeated army fled from the field. There was visible victory. In the static war of to-day, the defeated army stays on the field and measures its defeat by its dead.

Can we do better? I know nothing of the view of the higher command. It may be that they believe that they can and that they will make the attempt; but I write simply from an external view of the facts as they present themselves to the lay mind. No one suggests that the German lines are more vulnerable than those of the Allies. On the contrary, their trench system is notoriously more elaborate and their defensive resources are certainly not less complete. The Germans have sacrificed 300,000 men at Verdun and have failed. What is the sacrifice we should have to make in order to succeed? Can anyone estimate it? Suppose we made the attempt and, like the Germans, failed after losing 300,000 men to their 100,000. We should have suffered a defeat which would obliterate the precious consequences of Verdun.

And it would have been made, not under necessity, but gratuitously. In every war the methods of the opposing sides must be different, often diametrically different. One side is more pressed than the other. Both want victory, but they must seek it in different ways—one by haste, the other by delay. Napoleon, in his Moscow campaign, wanted to bring the enemy to a decision; the Russian aim was to avoid a decision. And because they avoided a decision they won the victory. Now the capital fact of the present situation is that the Germans must have a victory; they must have it at once; they must have it on the Western front. They must have it at once because time is against them. They must have it on the Western front because it is only on the Western front (or by a decisive blow at sea) that they can win the war.

But the case of the Allies is entirely different. They need not win their decision on the Western front. I said more than a year ago that the quickest way to Berlin was the longest way round and by the back door. That is no less true today. The German dragon is withering at the tail end. It may be that the force at Kut will be captured. If it is we may be sure there will be the accustomed cries of "All is lost" and "We are betrayed" from the professional whimperers. But much as we may deplore the fact it will have no bearing on the great march of events. Our invasion of Mesopotamia has done its work, has held up the Turks from the Persian Gulf, has drawn the fire from Egypt, has paved the way for that great advance of Russia into Turkey by the Black Sea. Turkey will soon be *in extremis*. Bulgaria is rent with faction. In Austria-Hungary all the men up to 55 have been called up, and in Germany itself the shortage of necessaries has reached the verge of absolute famine. The Balkan adventure which seemed so formidable six months ago has petered out in utter disillusion, leaving Germany, not with new resources, but with new and formidable drains on her old resources.

And that brings us to the other consideration—Time. Every day that passes without a decision in her favour is a day of defeat for Germany and a day of victory for us. That is why she thunders to-day at the gate of Verdun and will thunder to-morrow somewhere else. She must break through or be vanquished. We win while we wait. We need not force any gate, for we are not in prison. We have only to keep the door barred and let the enemy fling himself against it from within in his impotent efforts to escape. The more he shatters himself the sooner the end will come. It will come much sooner than if we shatter ourselves in vain and wasteful attempts to break into his prison. Let us get rid of the Curzon vision of a grandiose parade down Unter den Linden. That is magnificent, but it is not war.

But this view of the position connotes something else. Fundamentally, this is and has been a war between German resources in men and British resources in credit. A distinguished neutral has related a conversation he had nearly a year ago with members of the German higher command. It turned upon the prospects of the war which they discussed with absolute candour. They agreed that the issue could be boiled down to this—Would the German supplies of men outlast the British supplies of money, or vice versa? Their conclusion was that British credit would be exhausted. A year has passed and I think I know what their conclusion would be to-day.

(*Continued on next Column.*)

Take two facts. Three hundred thousand Germans have fallen before Verdun alone. Now turn to this (Friday) morning's paper and look at the Bank return. Observe the last line in the table, "Proportion." It looks very innocent and very harmless, but in that line you may see the fate of Germany written in indelible characters. What does it say? That the ratio of reserve to liabilities stands at 29⅝ per cent. And it adds this, that the increase on this time last year is 11½ per cent. In other words, the Bank has to set against its liabilities a ratio of reserve more than 50 per cent. higher than a year ago. That is one measure of our credit, and even if it be said that the issue of currency notes qualifies this fact, the truth is nevertheless indisputable that, whatever test we apply—foreign exchanges, our payments in gold, or our holding of gold—the position of the credit of this country is healthier than at any time during the war. It has rarely stood higher in normal times. Relatively it has never stood so high.

It means that, while the resources of Germany in men are being drained by frightful sacrifices, the credit of this country, which sustains the whole fabric of the Allies, is bearing the strain without a sign of failure. It does not pay sensational papers to dwell upon these things, because there is no sensation in them. But here is the true reality of the war. It is being won by British credit. Time will reveal the overwhelming part which we have played in the struggle. While a disloyal faction has been holding this country up to the odium of our Allies and the contempt of the neutrals, it is our Navy which, almost unaided, has made the German nation a nation of prisoners, it is our workshops which have furnished the Allies with the necessaries of war, and above all it is our credit that alone has enabled the armies of Russia, France, Italy and England to keep the field.

The maintenance of the credit which works this miracle is the supreme need of the Allies. If it fell the Alliance would fall, because the means by which it lives would have disappeared. There would be no armies because there would be no arms for them to use, no food for them to eat, no clothes for them to wear. It is this overshadowing consideration that makes the furious storms that rage about whether we can put another hundred thousand in the field so unreal. Will the war be won if we have 4,200,000 men in the field and lost if we have only 4,000,000? The question needs no answer. The war will be won in British factories, by British trade and by British credit.

The lesson of Verdun is not to emulate Verdun. It is to conserve the Allies' strength in the field, to press the enemy in its vulnerable rear, and above all to maintain the energies of this country at their highest so that in a struggle which has become a struggle of endurance the Alliance can outlast the enemy.

BRUSSELS TO-DAY.

Before the war Brussels had the reputation of being the gayest, the liveliest capital in Europe.

It was a little Paris, where you could buy enjoyment at a lower cost than anywhere else, a city of pleasure and a city of leisure, attracting residents from all parts of the world.

To-day the city of pleasure is turned into a city of gloom.

Not only was Brussels before the war the most cheerful capital of the Continent, it was also the most prosperous, providing employment for its 900,000 inhabitants. But most of the trades were concerned with superfluities rather than the necessities of existence. There were carriage builders and manufacturers of lace, artificial flower makers and jewellers, dealers in fashions, and milliners and dressmakers.

All those luxury trades have come to a complete standstill. Even were there any money left for luxuries, the money spending aristocracy have emigrated. The Belgian Government are at Havre. The printing works and newspaper offices are closed. Railway traffic is still going on, but it is only used for the transport of troops and supplies.

Only the churches are filled with mothers and widows who are praying for the absent and the dead.

This paralysis of trade, which has lasted now for nearly eighteen months, has resulted in appaling poverty. Worse even than the poverty of the poor is the silent unobtrusive, genteel poverty of the well-to-do. For the benefit of the "wealthy," cheap meals are sold in public kitchens for twopence or threepence, and 10,000 "rich" people are taking advantage of them.

There have been repeated attempts on the part of the Germans to rebuild the shattered fabric of trade and industry. But, as the Germans divert all the traffic of the ordinary railways for transport of troops, as they have torn up hundred of miles of light railways, to be transported into Poland and Russia, as they have lifted all the available copper and metal useful for military purposes, as they have taken thousands of machine tools for their own factories, as they are still extorting hundreds of millions of francs from a starving population, their attempts to revive Belgian trade have totally failed.

More poignant even than the visible suffering of unemployment and poverty is the invisible moral tragedy. There is the moral suffering of a proud, freedom-loving, easy-going people, groaning under the heel of the Hun.

To the intolerable oppression of the martial law we must add the anguish of isolation. There are not many families in Brussels who have not a soldier at the front or a refugee in exile. And as Brussels is cut off from the rest of the world, they have no news of their dear ones.

And there is the harrowing uncertainty of the future. What will to-morrow bring forth?

The people of Brussels still believe in the triumph of the Allied Armies, but they are living in daily terror that, when victory does comes, it may have to be paid for by the final destruction of their beautiful and beloved city.—Dr. Charles Sarolea, in the *Sunday Pictorial*.

SCOUTING FOR ZEPPELINS.

NIGHT FLYING AND ITS SENSATIONS.

[BY AN AIRMAN IN THE "DAILY CHRONICLE."]

It was a telephone message that warned us of the approach of Zeppelins, and incidentally called us away from a rubber of bridge to a more exciting game. Five minutes later I was at the aerodrome with my pilot, and our machine was being wheeled out of the shed.

Mechanics hurry into and out of the darkness, laden with bombs, machine-guns, ammunition, and other accessories to a Zeppelin chase. We wrap ourselves in our leather coats, put on face-masks as a protection against the biting cold, and, taking our maps and electric torches, we stride over the aeroplane.

A dim group gathers round while the pilot tests the engine, and I examine the bomb-rack and Lewis gun. Everything satisfactory.

We are ready at last. "Contact!" calls the pilot, and a second later the propeller is racing round. The pilot waves his arm, the two chocks are pulled from under the wheels, and we tear across the aerodrome.

A hundred feet up. We know that the pitch darkness immediately below us hides a wood. Pray Heaven the engine is all that it should be, for if it peters out at this stage we shall be too low to glide into the open and so avoid crashing on the tree-tops.

We began climbing in earnest. Though we are still below 500ft. the earth is invisible and seems miles away. I have the fancy that I am being hurled through space on the wings of a nightmare. Everything is black, and I cannot see my hand if I held it before my face, though I can feel the rush of wind as we force our way through it at 80 miles an hour. I run my hand along the side of the fuselage for the satisfaction of touching something solid.

SENSATIONS IN HIGH ALTITUDES.

It is not too much to say that nobody can pass through his first experience of night flying and escape all symptoms of "cold feet." I tell myself that if the engine fails we shall be unable to find a landing-ground in the darkness, and can scarcely avoid a bad crash. I realise the difficulty we shall have in landing even when the flares have guided us back to our aerodrome. I think of a friend who, after looking for Zeppelins on just such a night, collided with a tree as he came down and was fatally injured.

But these sombre thoughts, born of the surrounding darkness, only last a few seconds. I remember I am up to look for raiding airships, not to give way to nerves. I switch on my electric torch, and examine the altimeter, the compass, the machine-gun, and the drums of ammunition.

Three things are oddly comforting and help to counteract the sense of unreality—the pale half-moon that has just come out from behind a bank of clouds, the searchlights, and the loud hum of the engine. A freakish twist of memory makes the engine's rhythmic roar suggest to my sub-consciousness some lines from a G. K. Chesterton ballad, and I suddenly find myself murmuring:—

Mr. Mandragon, the millionaire, I am
  happy to say is dead.
He enjoyed a quiet funeral in a cre-
  matorium shed;
And he lies there fluffy and soft and
  grey and certainly quite refined.
When he might have been rotting to
  flowers and fruit with Adam and all
  mankind.

The altimeter now registers 2,500ft. We are right over a populous part of the town. The twinkling of the myriad street lamps and shop lights—or rather their reflection on the pavement—makes it look like a monstrous Chinese garden. The moving flashes, we suppose, must come from trams and buses. Away to the right we can see a bend of the soft-shimmering river.

At 6,000ft. an outburst of frightfulness by the "Archies" (anti-aircraft guns) warns us that a Zeppelin may be somewhere near. Three dull explosions from far below confirm the supposition, and tell us that German bombs are destroying British homes. I see red, and long for a chance to avenge the outrage.

I note with joy that we are 8,000ft. up, and near the favourite altitude of the nightraiders. Another loud thud below is preceded by a bright flash on our own level; and we race upward and onward in the direction thus shown.

But a wandering searchlight snatches away our opportunity; we are caught in its beams and half blinded by the sudden glare. The pilot loses control while banking, and we fall into a side-slip. I receive a painful slap in the face from the icy-cold air as we rush downwards diagonally, and I bite my tongue from shock. In two seconds the machine has righted itself, and I thank whatever gods there be that it is of the automatically "stable" type which has evoked such caustic criticism.

MAKING FOR HOME.

When the aeroplane has found itself we begin to climb again. By the time we reach the altitude we left in such a hurry the anti-aircraft guns are silent. We cruise around for about ten minutes, and then, finding that the Zeppelins have left our part of the air, we turn for home.

The compass points our direction, and we begin to descend. At 4,000ft. my breath is taken away as an ungainly and sinister shape dashes past about thirty yards away. We have nearly collided with another aeroplane.

When we get lower the horrid doubts begin to re-assert themselves. Where on earth is the line of flares that marks our aerodrome? If the orderly officer has forgotten to keep them alight shall we able to attract attention, and, if not, how long will our petrol last?

As we near the 1,000ft. level I fire off a Very's light in the hopes of being seen. It crackles and winds its way earthwards in a red stream, but there is no answering flash. At 500ft. we are still in the dark—and so is our landing-ground.

There it is at last, the thin red line of flares that represents safety; the flares grow bigger as we go lower and lower. Now the engine is shut off, and we are gliding down, our pathway being in the shape of an elongated "S." I sit tight and hope we shall not meet with our old friend the wood just before touching earth.

(*Continued on next Column.*)

A sharp bump, another bump, a short spurt along the ground, and pull up with a jerk. The undercarriage is smashed, but otherwise we are safe and sound. Leaving the machine to the tender mercies of the mechanics we climb out very soberly and walk across to the sheds, where the orderly officer informs us cheerfully that all the night-fliers have now come home to roost.

Over hot coffee and cigarettes we exchange yarns with the others who have been air-outing. And so to bed, more tired out by half an hour's night flying than by an average day's work.

MOVING THE TOP OF A MOUNTAIN.

ITALIANS' AMAZING FEAT IN THE ALPS.

Graphic details are now available of the great feat on Tuesday last, when the Italians rid the Col di Lana (Eastern Trentino) of the last remnant of the Austrian defenders perched on its extreme summit, towards Mount Sief, by blowing off the "nose" of the mountain, and thereby overwhelming a whole battalion of enemy forces, wrote the special correspondent of the *Daily Chronicle* from Milan on April 23rd.

The Col di Lana is the supreme peak in the Upper Cordevole Vallely which, at an elevation of 7,800ft., commands the great highway through the Dolomites.

In a long series of leaps and bounds during June and July last year the Italian Alpini won their way up the mountain till they had driven the Austrians to seek a last refuge on its topmost cone.

For a brief day the Italians, in spite of the avalanche of boulders and showers of hand bombs which were rained upon them by the exasperated foe, managed to gain a footing on the summit, but the withering fire concentrated upon them from the Austrian artillery and machine-guns planted on the encircling heights soon forced them back to the security of their trenches, some 50 yards below.

ENEMY'S TAUNT.

Months passed by without substantial progress on either side. From their citadel overhead the Austrians would often fling the taunt: "You may take Trieste, or even Trent, but Col di Lana never."

At length it became clear that there was no way out of the *impasse* except by blowing all the enemy's positions into the air. The idea originated with the heroic young Garibaldi, and, to give effect to it, the Herculean task was inaugurated, on Christmas Day, of boring a gallery 250 feet long through the solid rock.

A powerful perforator was got to work under ingenious conditions lest its strident voice should give away the secret. For four months a double shift of mining engineers toiled incessantly, day and night, to achieve their aim. All went well till the early days of March, when boring operations approached the Austrian positions, and the steady, burrowing noise of drills and the thud of pickaxes awoke the enemy to the reality of what was going on.

LIFE AND DEATH RACE.

The Italians, on their part, speedily became aware that their opponents had started excavating a counter-tunnel. "Go ahead, my boys," urged the Italian lieutenant in charge of the operations. "It is a matter of a race for life now."

The turn matters were taking necessitated an earlier date for the explosion of the Italian mines. The gallery had been bored on and upwards at a width enabling men to move easily two abreast, to the assault which was contemplated immediately after the explosion.

When everything was ready for laying the stupendous mine, no less a quantity than ten tons of gelatine and dynamite was stored at the extreme end of the tunnel with a formidable shield of thick armoured steel so as preclude an outlet to the force of the explosion and to save the remaining tract of tunnel from destruction, while providing an open pathway for rushing the enemy's trenches.

Forty soldiers came forward as volunteers for the last-named task under the promise of a fortnight's holiday if the attempt succeeded.

A TURN OF A WHEEL, AND THEN—

At half-past eleven on Tuesday night the Lieutenant gave two turns to the wheel of a little electric generator. The group of heroes marshalled at the entrance to the gallery were struck full in the face by a mighty icy blast. A moment later the mountain seemed as though it were shaken to its base by a terrific earthquake. A hellish roar burst forth and reached across the vast wastes of the Dolomite Alps. For a few minutes the gallant 40 were held up by a series of after-explosions caused by the ignition of mines which the Austrians had prepared.

When at length they bounded forward towards the enemy trenches, the moon suddenly and providentially beamed out in full splendour from behind the clouds, revealing heaps of mutilated corpses and rows of spectral, dumbfounded survivors with hands upraised in token of surrender.

In the meantime the Italian artillery began raining a tempest of shells upon the mountain saddle between the Col di Lana and Mount Sief with the double object of preventing the flight of the enemy and the oncome of fresh forces.

THE PRISONERS AND THE DEAD.

But nobody tried to escape. The enemy's telegraphic and telephonic communications had been utterly destroyed in the explosion. At that fateful hour the Austrians happened to have an extra force on the spot. The force had just been sent from Sief to relieve the soldiery in the trenches. Hence the large numbers of victims.

Over a hundred are known to have been killed in the *débris*. Ten Italian volunteers quickly descended the mountain, escorting the first batch of prisoners, with four officers among them, and then returned to bring the second batch of five officers and 110 unwounded men.

A mountain gun, cleverly mounted in a cavern, and half a dozen mitrailleuses lay smashed to atoms. Another five were intact, and 200 rifles were seized, with stores of food sufficient to last the entire garrison for one month.

The Col di Lana has henceforth been entirely in the hands of the Italians.

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* TJIKINI	BATAVIA & SINGAPORE	12th June	17th June	SHANGHAI

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Hongkong, 19th April 1916.

SHIPPING

ARRIVALS.

CHINGCHOW, British str., 1,195, Jas. Doyle, 5th June—Port Parseval 3rd June, Lime Stone.—Shewan, Tomes & Co.

CITY OF LINCOLN, British str., 3,807, F. O. Seabourn, 6th June—Japan 2nd June, General.—Bank Line.

GLENFALLOCH, British str., 1,424, ——, 6th June—Singapore 31st May, General.—Order.

HOPSANG, British str., 1,359, Robertson, 5th June—Hoihow 4th June, General.—Order.

KUMSANG, British str., 2,026, F. Wheeler, 6th June—Moji 1st June, General.—Jardine, Matheson & Co.

KUTSANG, British str., 4,895, R. C. Bradley, 6th June—Singapore 31st May, General.—Jardine, Matheson & Co.

YUENSANG, British str., 1,128, W. Mesney, 6th June—Manila 3rd June, General. Jardine, Matheson & Co.

CLEARANCES.

IN THE HARBOUR MASTER'S OFFICE.
June 6th.

HONGWAN I., British str., for Amoy.
HAIHONG, British str., for Swatow.
KISSHO MARU, Jap. str., for Miike.
MAIN, British str., for Singapore.

DEPARTURES.

June 6th.

CHINHUA, British str., for Manila.
FOOLEE, Chinese str., for Bangkok.
KANCHOW, British str., for Swatow.
KASHING, British str., for Canton.
LOONGSANG, British str., for Manila.
LOWTHER CASTLE, British steamer, for Vladivostock.
LUZON MARU, Jap. str., for Singapore.
SANGOLA, British str., for Singapore.
ST. ALBANS, British str., for Melbourne.
TAMON MARU, Jap. str., for Canton.

SHIPPING REPORTS.

The str. *Kumsang* reports:—Fine, latterly fresh south winds.

The str. *Hopsang* reports.—Fine weather.

The str. *Kutsang* reports:—Fine weather, light south-east winds.

SHIPPING IN PORT

STEAMERS.

ANHUI, British str., 1,354, Eedy, 5th June—Shanghai 1st June, General.—Butterfield & Swire.

ANNA, Norwegian str., 1,017, A. Arntzen, 2nd June—Bangkok 25th May, Rice.—Order.

BUZEN MARU, Japanese str., 1,821, Matsumoto, 29th May—Wakamatsu 25th May, Coal.—Mitsui Bussan Kaisha.

CHAOCHOWFU, British str., 1,185, Le Wolf, 2nd June—Bangkok 26th May, Rice.—Butterfield & Swire.

CHIYUEN, Chinese str., 1,127, W. S. Ross, 15th May—Shanghai 11th May, General.—Order.

CHOKUJU MARU, Japanese str., 1,373, Sani, 25th May—Karatsu 20th May, Coal.—Mitsui Bussan Kaisha.

CHUNSANG, British str., 1,407, C. J. Mattock, 3rd June—Saigon 29th May, Rice.—Jardine, Matheson & Co.

FAUSANG, British str., 1,410, H. S. Malkin, 29th May—Saigon 20th May, Rice.—Jardine, Matheson & Co.

GEMENI, British str., 1,337, Jones, 17th May—Wakamatsu 11th May, Coal.—Order.

HAICHING, British str., 1,267, W. C. Passmore, 30th May—Saigon 26th May, Rice.—Order.

HAIYANG, British str., 1,370, A. E. Hodgins, 22nd May—Saigon 18th May, Rice.—Order.

HINSANG, British str., 1,359, Kennedy, 2nd June—Sandakan 27th May, Timber and General.—Jardine, Matheson & Co.

HONGKONG, French str., 739, Cornelinssen, 3rd June—Haiphong 2nd June, General.—A. R. Marty.

HOKUTO MARU, Japanese str., 2,426, N. Suzuki, 2nd June—Moji 28th May, General.—Dodwell & Co.

HUNAN, British str., 1,143, McDonald, 5th June—Bangkok 29th May, Rice.—Butterfied & Swire.

JINJU MARU, Japanese str., 1,706, Yanagi, 2nd June—Chingwantao 26th May, Coal.—Dodwell & Co.

KAIFONG, British str., 1,675, J. B. Evans, 3rd June—Haiphong 30th May, Pigs and General.—Butterfield & Swire.

KASHING, British str., 1,143, Byers, 3rd June—Saigon 30th May, Rice.—Order.

KISHO MARU, Japanese str., 1,359, Fumoto, 2nd June—Wakamatsu 26th May, Coal.—Mitsui Bussan Kaisha.

KUEICHOW, British str., E. Forsythe, 4th June—Weihaiwei 30th May, General.—Butterfield & Swire.

MAUSANG, British str., 1,644, G. H. Alcock, 25th May—Sandakan 19th May, General.—Jardine, Matheson & Co.

MAUR, Norwegian str., 649, Svensen, 13th May—Bangkok 5th May, Rice.—Order.

MYOGISAN MARU, Japanese str., 1,898, Munakata, 26th May—Miike 25th Coal.—Mitsui Bussan Kaisha.

NAUNSMITH, American str., 1,767, T. K. Wamagee, 15th May—Kobe 7th May, General.—Order.

PEREGRINE, British str., 2,339, Jones, 22nd May—Freemantle 6th May, Sandal Wood.—Order.

SHUNCHONG, Chinese st.r, 838, T. Kyle, 3rd June—Shanghai 30th May, Beans.—Order.

SELUN, Norwegian str., 865, D. Hovbrender, 25th May—Bongkok 17th May, Rice.—Thoresen & Co.

SOSHU MARU, Japanese str., 1,006, A. Kobayashi, 5th June—Swatow 4th June, General.—Osaka Shosen Kaisha.

SULTAN VAN KOETEI, Dutch str., 1,115, Bakker, 27th May—Tarakan 21st May, General.—Asiatic Petroleum Co.

TAMON MARU, Japanese str., 1,499, S. Shima, 5th June—Wakamatsu 30th May, Coal.—Mitsui Bussan Kaisha.

TITAN, British str., 5,730, J. W. Read, June 1st—Manila May 29th, General.—Butterfield & Swire.

TJITAROEM, Dutch str., 3,444, J. P. Scholten, 2nd June—Shanghai 29th May, General.—Java-China-Japan Lijn.

YOKOHAMA MARU, Japanese str., 3,017, M. Shinohe, 29th May—Shanghai [illegible] May, General.—Nippon Yusen

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessels, the Harbour has been divided into Four Sections commencing from Green Island Vessels anchoring nearest Kowloon are marked "k," nearest Hongkong "h," midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "k.w" together with the number denoting the section

SECTIONS.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAMES	FLAG & RIG	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON via SINGAPORE, MALACCA, PENANG, &c	KAMO MARU	Jap. str.	—	Shimizu	NIPPON YUSEN KAISHA	To-morrow at Noon.
LONDON & BOMBAY via USUAL PORTS OF CALL	NAGOYA	Brit. str.	—	A. B. Garwood, R.N.R.	P. & O. S. N. Co.	On 16th inst., at Noon.
LONDON	CITY OF VIENNA	Brit. str.	—	...	THE BANK LINE, LIMITED	On 18th inst.
LONDON via USUAL PORTS OF CALL	NYANZA	Brit. str.	—	J. Gaunt	P. & O. S. N. Co.	On 30th inst., at Noon.
MARSEILLES via PORTS	MAGELLAN	Fren. str.	—	...	MESSAGERIES MARITIMES	About 27th inst.
MAURITIUS & SOUTH AFRICAN PORTS	JESERIC	Brit. str.	—	R. White	THE BANK LINE, LIMITED	About 15th inst.
VICTORIA, B.C., & SEATTLE via KEELUNG, &c.	YOKOHAMA MARU	Jap. str.	—	Shinohe	NIPPON YUSEN KAISHA	To-day, at 4 P.M.
VICTORIA & TACOMA via MANILA, &c.	TACOMA MARU	Jap. str.	—	T. Hamada	OSAKA SHOSEN KAISHA	On 12th inst., at 3 P.M.
MEXICAN, PERUVIAN & CHILE PORTS via JAPAN	KIYO MARU	Jap. str.	—	...	TOYO KISEN KAISHA	On 11th July, at Noon.
SAN FARNCSICO via NAGASAKI	TJISONDARI	Dut. str.	—	...	JAVA-CHINA-JAPAN LIJN	On 14th inst.
SAN FRANCISCO via MANILA, JAPAN, &c.	DAIREN MARU	Jap. str.	—	...	TOYO KISEN KAISHA	On 18th inst., at Noon.
SAN FARNCISCO via S'HAI, NAGASAKI & HONOLULU	CHINA	Am. str.	—	...	CHINA MAIL S.S. Co. LTD.	On 29th inst.
SAN FRANCISCO via SHANGHAI & JAPAN, &c.	TENYO MARU	Jap. str.	—	E. Bent	[illegible]	On 18th July, at Noon.
VANCOUVER via SHANGHAI, JAPAN &c.	EMPRESS OF ASIA	Brit. str.	—	S. Robinson	CANADIAN PACIFIC O. S. LD.	On 14th inst.
VANCOUVER via SHANGHAI, JAPAN, &c.	MONTEAGLE	Brit. str.	—	A. J. Hailey	CANADIAN PACIFIC O. S. LD.	On 28th inst.
VANCOUVER via SHANGHAI, JAPAN, &c.	EMPRESS OF RUSSIA	Brit. str.	—	S. Robinson	CANADIAN PACIFIC O. S. LD.	On 12th July.
VANCOUVER via SHANGHAI, JAPAN &c.	EMPRESS OF JAPAN	Brit. str.	—	W. Dixon Hopcraft	CANADIAN PACIFIC O. S. LD.	On 26th July.
AUSTRALIAN PORTS via MANILA	TANGO MARU	Jap. str.	—	Takano	NIPPON YUSEN KAISHA	On 13th inst., at 4 P.M.
AUSTRALIAN PORTS via TIMOR	EMPIRE	Brit. str.	—	...	GIBB, LIVINGSTON & Co	On 1st July, at 11 A.M.
AUSTRALIAN PORTS via MANILA	CHANGSHA	Brit. str.	1 m.	F. C. Gambrill	BUTTERFIELD & SWIRE	On 5th July.
NAGASAKI, KOBE & YOKOHAMA	NIKKO MARU	Jap. str.	—	Takeda	NIPPON YUSEN KAISHA	On 11th inst., at 10 A.M.
KOBE & MOJI	KUTSANG	Brit. str.	—	Bradley	JARDINE, MATHESON & Co., LD.	To-morrow, at Noon.
JAPAN	TJIBODAS	Dut. str.	—	...	JAVA-CHINA-JAPAN LIJN	On 16th inst.
WEIHAIWEI, CHEFOO & TIENTSIN	KUEICHOW	Brit. str.	1 m.	E. Forsyth	BUTTERFIELD & SWIRE	On 9th inst., at 4 P.M.
SHANGHAI	CHOYSANG	Brit. str.	—	S. Homlwood	JARDINE, MATHESON & Co., LD.	To-morrow, at Noon.
SHANGHAI	ANHUI	Brit. str.	1 m.	Eedy	BUTTERFIELD & SWIRE	To-morrow, at 4 P.M.
SHANGHAI, MOJI & KOBE	BOMBAY MARU	Jap. str.	—	Kobayashi	NIPPON YUSEN KAISHA	To-morrow.
SHANGHAI	WOSANG	Brit. str.	—	J. M. Smith	JARDINE, MATHESON & Co., LD.	On 11th inst., at D'light.
SHANGHAI, KOBE & YOKOHAMA	MISHIMA MARU	Jap. str.	—	S. Wada	NIPPON YUSEN KAISHA	On 13th inst., at 10 A.M.
SHANGHAI, KOBE & MOJI	NAMSANG	Brit. str.	1 m.	H. E. Gilory	JARDINE, MATHESON & Co., LD.	On 14th inst., at D'light.
SHANGHAI, KOBE & YOKOHAMA	PAUL LECAT	Fren. str.	—	...	MESSAGERIES MARITIMES	About 17th inst.
SHANGHAI, KOBE & YOKOHAMA	COLOMBO MARU	Jap. str.	—	Nomura	NIPPON YUSEN KAISHA	On 15th inst.
SHANGHAI	TJIKINI	Dut. str.	—	...	JAVA-CHINA-JAPAN LIJN	On 17th inst.
SHANGHAI, MOJI, KOBE & YOKOHAMA	NELLORE	Brit. str.	—	A. M. King	P. & O. S. N. Co.	About 22nd inst.
SHANGHAI, MOJI, KOBE & YOKOHAMA	NANKIN	Brit. str.	—	G. Manley	P. & O. S. N. Co.	About 1st July.
SWATOW, AMOY & FOOCHOW	HAICHING	Brit. str.	2 h.	W. C. Passmore	DOUGLAS LAPRAIK & Co.	On 9th inst., at 2 P.M.
SWATOW, AMOY & FOOCHOW	HAITAN	Brit. str.	2 h.	J. [illegible]. Thomson	DOUGLAS LAPRAIK & Co.	On 13th inst., at 2 P.M.
TAMSUI & KEELUNG via SWATOW & AMOY	KAIJO MARU	Jap. str.	—	Murakami	OSAKA SHOSEN KAISHA	On 11th inst., at Noon.
ANPING & TAKAO via SWATOW & AMOY	SOSHU MARU	Jap. str.	—	A. Kobayashi	OSAKA SHOSEN KAISHA	To-morrow, at 9 A.M.
MANILA	YUENSANG	Brit. str.	—	W. Mesney	JARDINE, MATHESON & Co., LD.	On 10th inst., at 3 P.M.
MANILA, CEBU & ILOILO	TAMING	Brit. str.	—	S. Toskushie	BUTTERFIELD & SWIRE	On 13th inst., at 4 P.M.
MANILA	LOONGSANG	Brit. str.	—	Knight	JARDINE, MATHESON & Co., LD.	On 17th inst., at 3 P.M.
MANILA, SANDAKAN, BATAVIA, SINGAPORE, &c.	NIITAKE MARU	Jap. str.	—	...	OSAKA SHOSEN KAISHA	On 29th inst., at Noon.
BOMBAY via SINGAPORE MALACCA & COLOMBO	YETOROFU MARU	Jap. str.	—	K. Ogura	NIPPON YUSEN KAISHA	On 9th inst.
BOMBAY via S'PORE, PORT S'HAM, PENANG & COLOMBO	SAIGON MARU	Jap. str.	—	T. Yamaguchi	OSAKA SHOSEN KAISHA	On 6th July, at Noon.
SINGAPORE, PENANG & CALCUTTA	KUMSANG	Brit. str.	—	F. Wheeler	JARDINE, MATHESON & Co., LD.	On 10th inst., at 3 P.M.
SINGAPORE, PENANG & CALCUTTA	LAISANG	Brit. str.	—	F. Mooney	JARDINE, MATHESON & Co., LD.	On 13th inst., at 3 P.M.
SINGAPORE, PENANG & CALCUTTA	FOOKSANG	Brit. str.	—	T. A. Mitchell	JARDINE, MATHESON & Co., LD.	On 14th inst., at 3 P.M.
SINGAPORE, PENANG, RANGOON & CALCUTTA	CEYLON MARU	Jap. str.	—	Tsuda	NIPPON YUSEN KAISHA	On 22nd inst.
HOIHOW and HAIPHONG	KAIFONG	Brit. str.	1 k.	J. B. Evans	BUTTERFIELD & SWIRE	To-day, at 10 A.M.
HOIHOW & HAIPHONG	LOKSANG	Brit. str.	—	D. W. Ritchie	JARDINE, MATHESON & Co., LD.	On 13th inst., at 9 A.M.
SAIGON	KASHING	Brit. str.	—	...	BUTTERFIELD & SWIRE	On 10th inst., at Noon.
SANDAKAN	HINSANG	Brit. str.	—	A. Kennedy	JARDINE, MATHESON & Co., LD.	On 13th inst., at Noon.
SANDAKAN	MAUSANG	Brit. str.	—	G. H. Alcock	JARDINE, MATHESON & Co., LD.	On 16th inst., at Noon.

INDO-CHINA S. NAV. CO., LTD.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR	STEAMERS	TO SAIL
† SHANGHAI	"CHOYSANG"	Thursday, 8th June, Noon.
• KOBE and MOJI	"KUTSANG"	Thursday, 8th June, Noon
• MANILA	"YUENSANG"	Saturday, 10th June 3 P.M.
• SINGAPORE, PENANG & CALCUTTA	"KUMSANG"	Saturday, 10th June 3 P.M.
† SHANGHAI	"WOSANG"	Sunday, 11th June, D'light.
HOIHOW and HAIPHONG	"LOKSANG"	Sunday, 11th June, 9 A.M.
‡ SANDAKAN	"HINSANG"	Tuesday, 13th June, Noon.
• SINGAPORE, PENANG & CALCUTTA	"LAISANG"	Tuesday, 13th June 3 P.M.
†• SHANGHAI, KOBE and MOJI	"NAMSANG"	Wed'day, 14th June, D'light.
• SINGAPORE, PENANG & CALCUTTA	"FOOKSANG"	Wed'day, 14th June, 3 P.M.
‡ SANDAKAN	"MAUSANG"	Friday, 16th June, Noon.
• MANILA	"LOONGSANG"	Saturday, 17th June, 3 P.M.

RETURN TOURS TO JAPAN.

The steamers "KUTSANG," "NAMSANG," "LAISANG," and "FOOKSANG," leave about every 3 weeks, generally call at Shanghai en route for Japan, returning via Kobe (Inland Sea) and Moji to Hongkong. Time occupied, 23 days. This service is supplemented by the "YATSHING," "KUMSANG," leaving Hongkong at regular intervals for Yokohama (when sufficient inducement is offering), Kobe and Moji and returning thence direct to Hongkong. Time occupied, 19 days.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.

• Steamers have superior accommodation for First Class passengers and are fitted throughout with Electric Light.

† Taking cargo on Through Bills of Lading to Yangtsze Ports, Chefoo, Tientsin, Dalny, Weihaiwei.

‡ Taking cargo on Through Bills of Lading to Kudat, Lahad Datu, Simporna, Tawao, Usukan, Jesselton and Labuan.

Telephone No. 215.

For Freight or passage, apply to **JARDINE, MATHESON & Co., LTD.**
GENERAL MANAGERS.

Hongkong, 7th June, 1916. [6

BRITISH INDIA S. N. CO., LTD.

NEW SERVICE OF STEAMERS BETWEEN

YOKOHAMA, KOBE, HONGKONG AND RANGOON.

Steamers are despatched Eastward and Westward at regular intervals taking Passengers and Cargo at Current Rates.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., LTD.,
AGENTS.

Telephone No. 215.

Hongkong, 16th April, 1915 [24

R.M.S.P. THE ROYAL MAIL STEAM PACKET CO.

PROJECTED SAILINGS FROM HONGKONG,
SUBJECT TO CHANGE WITHOUT NOTICE.

HOMEWARD.

FOR	STEAMER	DATE OF DEPARTURE.

TRANS-PACIFIC SERVICE.

SAILINGS TO VICTORIA, VANCOUVER, SEATTLE, TACOMA AND PORTLAND.

For Freight and Further Particulars, apply to

JARDINE, MATHESON & Co., LTD.,
AGENTS.

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CANADIAN PACIFIC OCEAN SERVICES LIMITED

TRANS PACIFIC LINES

FROM CHINA & JAPAN TO
CANADA, UNITED STATES & EUROPE
VIA VANCOUVER.

CALLING AT SHANGHAI, NAGASAKI (INLAND SEA), KOBE AND YOKOHAMA.
In connection with the CANADIAN PACIFIC RAILWAY CO.

QUICKEST TIME ACROSS THE PACIFIC

"EMPRESS OF RUSSIA"—"EMPRESS OF ASIA"
16,850 Tons Gross Register—Quadruple Screw—Speed 21 Knots.

"EMPRESS OF JAPAN" ... REDUCED FIRST CLASS FARES.
"MONTEAGLE" ... INTERMEDIATE.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO CHANGE.

"EMPRESS OF ASIA" ... 14 JUNE
• "MONTEAGLE" ... 28 JUNE
"EMPRESS OF RUSSIA" 12 JULY
"EMPRESS OF JAPAN" 26 JULY
"EMPRESS OF ASIA" ... 9 AUG.
• "MONTEAGLE" ... 30 AUG.
"EMPRESS OF RUSSIA" 6 SEPT.

• Calls at Moji instead of Nagasaki.

For further information, Sailings, Guide Books, etc., please apply to

J. H. WALLACE, General Agent, Hongkong.
P. D. SUTHERLAND, General Agent, Passenger Dept., Hongkong.

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P. & O. S. N. CO.

ROYAL MAIL SERVICE.

WILL despatch VESSELS to the Undermentioned PORTS on or about the DATES named:—

FOR	STEAMERS	TO SAIL	REMARKS
LONDON & BOMBAY via SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES	NAGOYA Capt. A. B. Garwood, R.N.R.	Noon, 16th June	Connecting at Colombo with Mail s.s. "Khyber."
SHANGHAI, MOJI, KOBE and YOKOHAMA	NELLORE Capt. A. M. King	About 22nd June	Direct Service.
LONDON via SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES	NYANZA Capt. J. Gaunt	Noon 30th June	Direct Service.
SHANGHAI, MOJI, KOBE and YOKOHAMA	NANKIN Capt. G. Manley	About 1st July	Direct Service.

WIRELESS ON ALL STEAMERS. Return tickets at a fare and-a-half available to Europe for two years or Intermediate Ports for six months. Round-the-world and through tickets to New York, at Special Rates.

SEE SEPARATE ADVERTISEMENT.

For PASSAGE RATES, HAND-BOOKS, and FREIGHTS, apply to

E. V. D. PARR,
Acting Superintendent.

P. & O. S. N. Co.'s Office
Hongkong, 7th June, 1916. 1

VISITORS AT HOTELS.

HONGKONG HOTEL.

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Mr H. Murray Bain
Mr T. D. W. Bannister
Mr J. H. Baring
Mr W. L. L. Barker
Mad. L. des Barres
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Mr & Mrs Nis
Mr T. Nis
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Mr D. D. Petrie
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Mr T. N. Gregory
Mr T. Gunn
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Mr T. Leeman
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Mr H. Murphy
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Mr E. C. Norris
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Mrs W. C. Passmore
Mrs Pearman
Miss L. Tong
Mr W. J. Pringle
Mr & Mrs Puccico and and family
Mrs R. A. Ramsay
Mr & Mrs C. E. Richardson
Mr J. Sim
Mr F. M. Sowers
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Mr A. Vander Star
Mr C. Starkey
Mr H. Thornton
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Mr D. H. Wechel
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Mr & Mrs F. R. J. Adams and child
Mr F. W. Cary
Mr & Mrs C. D. Casulli
Mr & Mrs W. A. J. Cooper
Col. R. E. Darling
Mr W. J. Dexter
Mr & Mrs E. J. Diagle
Mr C. H. Ellis
Mr W. H. Ford
Mrs Denman Fuller
Mrs C. Gandiot
Mrs E. Gandiot
Mr & Mrs B. A. Hale
Mr F. A. Hasland
Mr Lee Jones
Mrs J. A. Martin and children
Mr & Mrs Meurer
Mr & Mrs Neil MacIntyre
Mr V. L. Perkins
Mr & Mrs V. Moines and child
Mr & Mrs W. E. Roberts and child
Mr C. Skott
Mr & Mrs Grant Smith
Mr & Mrs A. Findlay Smith
Mr & Mrs Vivian Findley Smith
Maj. General Ventris

PASSENGERS.

ARRIVED.

Per *Kumsang*, from Moji, Mr. Hanutto.

Per *Yuensang*, from Manila, Mr. and Mrs. Johns and Mrs. Boucher.

Per *Kutsang*, from Calcutta, etc., Mr. and Mrs. Lauder and infant, Mr. and Mrs. Harvey, Miss Todd, Miss Spencer, Messrs. Bolton, O'Brien, Kelly, Ure, Cobb, Swartzlander, Enoch, Queen, Lang, Robb and Dr. Buoy.

EXPECTED.

Per *Suwa Maru*, from London, etc., for Hongkong, Mrs. Y. Ito and family, Mr. and Mrs. K. Tetsumi and 5 children, Mr. and Mrs. H. Bridges, Miss M. A. Peakall, Mrs. H. Sasaki, Mr. Ugajin, Mr. G. M. Arab, Mr. K. Watanabe, Mrs. M. V. Jones, Mr. and Mrs. C. E. Ellis, Miss R. T. Garriock, Mrs. R. Clear and infant.

HONGKONG TIDE TABLE.

From 7th to 13th June, 1916.

Days of Week	Days of Month	HIGH WATER H'kong Mean Time	HIGH WATER Height	LOW WATER H'kong Mean Time	LOW WATER Height
		h. m.	ft. in.	h. m.	ft. in.
Thurs.	7	No infer.	high-	nor low-	water
		0 7 a	6 0	8 44 a	1 6
Fri.	8	No infer.	high-	nor low-	water
		1 1 a	5 6	9 30 a	1 9
Satur.	9	m 4 24	4 2	m 8 18	4 0
		2 25 a	5 1	10 15 a	2 2
Sun.	10	m 4 48	4 8	m 10 48	3 [illegible]
		4 10 a	4 7	10 56 a	2 4
Mon.	11	m 5 16	5 3	0 15 a	2 9
		5 36 a	4 5	11 34 a	3 6
Tues.	12	m 6 49	6 0	1 17 a	2 1
		6 48 a	4 8		
Wed.	13	m 6 25	6 7	m 0 11	2 8
		7 53 a	4 2	2 8 a	1 3

INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN with transhipment at COLOMBO to Steamers of the INDIAN AFRICAN LINE

PROPOSED SAILING

From Hongkong   Connecting with   from Colombo

ORIENTAL AFRICAN LINE.

Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN calling at MAURITIUS en route, and affording the Quickest Freight Transport from the ORIENT to SOUTH AFRICA

PROPOSED SAILING

From Hongkong – S.S. "JESERIC" ... About 15th June.

For Rates of Freight and Passage, apply to—

THE BANK LINE, LIMITED,
Managing Agents
30

"ELLERMAN" LINE.

(Ellerman & Bucknall Steamship Co., Ltd.)

JAPAN, CHINA AND STRAITS

TO

UNITED KINGDOM AND CONTINENT.

For	Steamer	Sails.
LONDON	"CITY OF VIENNA"	On 18th June.
LONDON & SWANSEA ...	"CITY OF BOMBAY"...	...On 22nd July

Steamers proceed via Suez Canal or Cape of Good Hope at Owners' option
Subject to change without notice.
For rates of freight and further information apply to

THE BANK LINE, LTD.,

Or to Reiss & Co., Canton.
General Agents

Hongkong 11th April, 1916. 104

C. N. C.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION

For	Steamer	To Sail
HOIHOW & HAIPHONG	"KAIFONG"	On 7th June, 10 A.M.
SHANGHAI	"ANHUI"	On 8th June, 4 P.M.
WEIHAIWEI, CHEFOO & TIENTSIN	"KUEICHOW"	On 9th June, 4 P.M.
SAIGON	"KASHING"	On 10th June, Noon.
MANILA, CEBU and ILOILO	"TAMING"	On 13th June, 4 P.M.

DIRECT SAILINGS TO WEST RIVER. Twice Weekly.
S.S. "LINTAN" and S.S. "SANUI

MANILA LINE—TWIN-SCREW STEAMERS "CHINHUA," "TAMING" and "TEAN." Excellent Saloon accommodation Amidships; Electric Fans fitted; Extra State-rooms on Deck, aft, on "TAMING" and "TEAN."

SHANGHAI LINE—PASSENGERS, MAILS and CARGO. S.S. "ANHUI," "CHENAN," "LUCHOW," "YINGCHOW," "SHANTUNG," and "SINKIANG," with excellent accommodation, Electric Light and Fans in Saloon and State-rooms, maintain a regular schedule service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Tuesday, Thursday and Sunday, taking Cargo on through Bills of Lading to all Yangtsze and Northern China Ports. Passengers are Landed in Shanghai, avoiding the inconvenience of transhipment at Woosung.

For Freight or Passage apply to— **BUTTERFIELD & SWIRE,**

Hongkong, 7th June, 1916. Telephone 36. AGENTS. 4

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG & SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First Class Passengers, Electric Light and Fans in staterooms and Saloons and Excellent cuisine.

FOR

SWATOW, AMOY AND FOOCHOW
AND RETURN.

(Occupying 8 to 10 Days)

Steamship	Captain	Leaving	
"HAICHING" ...	Capt. W. C. Passmore ...	FRIDAY,	9th June, at 2 P.M.
"HAITAN" ...	Capt. J. S. Thomson ...	TUESDAY,	13th June, at 2 P.M.

Arrivals and Departures from the Company's Wharf (near Blake Pier).
For Freight and Passage, apply to—

DOUGLAS LAPRAIK & Co.,
General Managers.

Hongkong, 6th June, 1916. 3

BRITISH INDIA S. N. CO., LTD.

APCAR LINE.

Regular Service Between

CALCUTTA, STRAITS, SHANGHAI AND JAPAN PORTS.

EASTWARD

WESTWARD

The above Steamers have excellent Saloon accommodation for Passengers and are fitted with all modern conveniences and carry a duly qualified surgeon.

For Freight or passage, apply to

DAVID SASSOON & CO., LTD.,

Hongkong, 29th May, 1916. AGENTS 27

P. & O. S. N. CO.

ROYAL MAIL SERVICE
UNDER CONTRACT WITH HIS MAJESTY'S GOVERNMENT
TO

MARSEILLES AND LONDON,
Taking Passengers and Cargo to
Straits, Colombo, India, Australasia, Egypt, &c.

Steamers to Colombo	Leave Hong-kong Noon Saturday	Connecting Mail Str. from Colombo	Due at Marseilles 1916	Due at London 1916
NAGOYA	June 16	KHYBER	July 17	July 24
NYANZA	June 30	Through Steamer ...	Aug. 1	Aug. 12
NELLORE	July 14	Through Steamer	Aug. 18	Aug. 27
NANKIN	July 28	Through Steamer ..	Sept. 1	Sept. 10
SOMALI	Aug. 11	KAISAR-I-HIND .	Sept. 11	Sept. 18
NORE	Aug. 25	MOOLTAN ...	Sept. 25	Oct. 2
MALTA	Sept. 8	KASHGAR	Oct. 9	Oct. 16

Passengers change Steamers at COLOMBO.
Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking.
On the Australian Route Tickets Interchangeable with Orient Line.

SAILINGS DIRECT TO

SHANGHAI, MOJI, KOBE AND YOKOHAMA.

S.S.	Leave Hongkong About
NELLORE	SATURDAY, 17th June.
NANKIN	SATURDAY, 1st July.

Passengers may travel by Railway in Japan between Ports of Call free of charge.
Return Tickets are available by Messageries Maritimes Company.

IN ADDITION TO THE ABOVE MAIL STEAMERS, INTERMEDIATE (Non-Transhipment) STEAMERS WILL LEAVE DIRECT FOR

MARSEILLES AND LONDON,
Calling at Singapore, Port Swettenham, Penang, Colombo and Port Said.

CARRYING 1st AND 2nd SALOON PASSENGERS AT REDUCED RATES.
Proposed Sailings:

Steamers.	Leave H'kong. about	Leave S'pore about	Due at M'seilles, if calling about	Due London about
NOVARA...	Aug. 16	Aug. 21	Sept. 20	Sept. 30

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

All Cabins are fitted with Electric Fans free of charge and each Berth Furnished with an Electric Reading Lamp.

Passage Tickets Interchangeable with the British India Co.

Round-the-World Tickets and Through Tickets to New York in connection with the Principal Mail Lines.

Return Tickets at fare and a half available to Europe for Two Years; or to Intermediate Ports for Six Months.

Owing to the War in Europe Steamers and Sailing dates are liable to be cancelled or altered without notice.

For Further Information, Passage Fares, Freights, Handbooks, etc., apply to

E. V. D. PARR,
Acting Superintendent.
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NIPPON YUSEN KAISHA.

THE JAPAN MAIL STEAMSHIP CO.

PROJECTED SAILINGS FROM HONGKONG—

Subject to Alteration.

Destination	Steamers	Tons and Displacement	Sailing Dates
LONDON via SINGAPORE, MALACCA, PENANG, COLOMBO, DURBAN, CAPE TOWN, and TENERIFE ...	§ KAMO MARU Capt. Shimizu	16,000	THURSDAY, 8th June, at Noon.
	§ KATORI MARU Capt. Kon	21,000	THURSDAY, 22nd June, at Noon
VICTORIA, B.C. and SEATTLE via KEELUNG SHANGHAI, MOJI, KOBE, YOKKAICHI, SHANGHAI and Yokohama	§ YOKOHAMA MARU Capt. Shinche	12,300	WED'DAY, 7th June, at 4 P.M.
	§ SADO MARU Capt. Asakawa	12,500	TUESDAY, 27th June, at 4 P.M.
SYDNEY and MELBOURNE, via MANILA, ZAMBOANGA, THURSDAY ISLAND, TOWNSVILLE & BRISBANE	§ TANGO MARU Capt. Takano	13,500	TUESDAY, 13th June at 4 P.M.
	§ NIKKO MARU Capt. Takeda	9,600	FRIDAY, 14th July, at 4 P.M.
CALCUTTA via SINGAPORE PENANG and RANGOON ...	CEYLON MARU Capt. Tsuda	10,000	THURSDAY 22nd June.
BOMBAY via SINGAPORE, MALACCA and COLOMBO ...	YETOROFU MRU Capt. K. Oguar	8,800	FRIDAY, 9th June.
SHANGHAI, and KOBE YOKOHAMA	COLOMBO MARU Capt. Nomura	8,000	THURSDAY, 15th June.
SHANGHAI, MOJI and KOBE	BOMBAY MARU Capt. Kobayashi	8,000	THURSDAY, 8th June.
NAGASAKI, KOBE and YOKOHAMA	§ NIKKO MARU Capt. Takeda	9,600	SUNDAY, 11th June, at 10 A.M.
SHANGHAI, KOBE and YOKOHAMA	§ MISHIMA MARU Capt. S. Wada	16,000	TUESDAY, 13th June, at 10 A.M.

§ Wireless Telegraphy.

SOME PRINCIPAL FARES.

To London 1st Single Yen 650. | To London 2nd Single Yen 430.
" " " Return " 975. | " " " Return " 650.
To London, via New York £67.2.0.
" " " " Montreal £66.18.8.
To Victoria, Vancouver, Seattle, 1st Single £30.
" " " 1st Return £45.
To Sydney, 1st Single £40. To Melbourne, 1st Single £41.
" 1st Return £72. " " 1st Return £73.16.
To Yokohama, 1st Return $150. To Kobe, 1st Return $125.
" " 2nd " $90. " " 2nd " $85

Round-the-World, Tour No. 1 £112,8. Tour No. 2 £111,17.

For Further Information as to Freight, Sailing, &c., apply to—

B. MORI, Manager.

Telephone Nos 292 and 1941 5.

TOYO KISEN KAISHA.

SAN FRANCISCO LINE.

VIA SHANGHAI, MANILA, THE INLAND SEA, JAPAN AND HONOLULU.

Sailings from Hongkong—Subject to Change Without Notice

Steamer	Tons and Speed	Leave Hongkong
* DAIREN MARU	9,000 — 12 knots	SUN., 18th June Noon.
† PERSIA MARU	9,000 — 14 knots ...	TUES., 4th July 10.30 A.M.
* KWANTO MARU	8,000 — 12 knots ...	SATUR., 8th Jul. Noon.
‡ KIYO MARU	17,200 — 14 knots ...	TUES., 11th July Noon.
TENYO MARU	22,000—21 knots	TUES., 18th July Noon
* JINYO MARU	8,000 — 12 knots	WED., 26th July Noon
† NIPPON MARU	11,000 — 5 knots	TUES., 1st Aug. 10.3 A.M.
SHINYO MARU	22,000—21 knots	TUES., 15th Aug Noon.

† Via MANILA, Omitting Shanghai   * Cargo only
‡ Proceeding to South American Ports.

First Class to London	£71.10...	Return (6 Months)		£120.
" " " New York	£60.	...	" "	£96.10.
" " " San Francisco	£45	...	" "	£68.

Passengers purchasing Trans-Pacific Return Tickets have the option of returning from Vancouver by Steamers of the Canadian Pacific Railway Co.

SPECIAL RATES given to NAVAL and MILITARY CIVIL SERVANTS, MISSIONARIES, etc.

ROUND THE WORLD Tickets issued in connection with all the Principal Mail Lines and the Trans-Siberian Railway.

Passengers may Travel by Railway between Ports of Call in Japan free of charge.

SOUTH AMERICA LINE.

For JAPAN PORTS, HONOLULU, SAN FRANCISCO, LOS ANGELES SALINA CRUZ, BALBOA, CALLAO, ARICA, IQUIQUE and VALPARAISO.
thence by
TRANS-ANDEAN ROUTE TO BUENOS AIRES.

Steamer	Tons and Speed	Sails
KIYO MARU	17,200 — 14 knots ...	TUESDAY, 11th July.

For Full Particulars as to Passage and Freight, apply to—

K. DOI, Acting Agent,
King's Building.

Telephone 291. 213

MESSAGERIES MARITIMES

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM JAPAN
VIA SHANGHAI.
FORTNIGHTLY SERVICE TO AND FROM EUROPE
VIA SUEZ CANAL

OUTWARD

For	Steamer	To Sail.
SHANGHAI, KOBE AND YOKOHAMA	PAUL LECAT	On or about 17th June.

HOMEWARD

MARSEILLES via SAIGON and PORTS .... (Without Transhipment)	MAGELLAN	On or about 27th June.

Subject to immediate alteration without notice.

SPECIAL SUMMER RATES TO JAPAN.

1st Class Return Tickets available from 1st June, 1916, to 31st October, 1916, and interchangeable only with Peninsular and Oriental S.N. Co., for return journey.

FARES: TO KOBE, $135.00. TO YOKOHAMA, $150.00.

For further particulars apply to

P. THOMAS, Agent.
QUEEN'S BUILDING.

Telephone 740

O. S. K.

OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

AMERICAN LINE.

For VICTORIA, SEATTLE and TACOMA,
Via SHANGHAI, MANILA, NAGASAKI, MOJI, KOBE, YOKKAICHI & YOKOHAMA,

† "TACOMA MARU" ... ... T. Hamada ... MONDAY, 12th June at 3 P.M.
* "MANILA MARU" ... ... THURSDAY, 22nd June, at 3 P.M.

† Omitting Shanghai and Nagasaki.   * Omitting Manila and Nagasaki.

BOMBAY LINE.

For BOMBAY, via SINGAPORE, PORT SWETTENHAM, PENANG and COLOMBO.

"SAIGON MARU" ... T. Yamaguchi ... THURSDAY, 6th July, at Noon.

JAVA-LINE.

For MANILA, SANDAKAN, MACASSAR, SOURABAYA, SAMARANG, BATAVIA and SINGAPORE.

"NITTAKA MARU" ... ... THURSDAY, 29th June, at Noon.

FORMOSAN LINE.

For TAMSUI, KEELUNG and ANPING, TAKAO, via SWATOW and AMOY.

§ "SOSHU MARU" ... ... THURSDAY, 8th June, at 9 A.M.
* "KAIJO MARU" ... ... SUNDAY, 11th June, at Noon.

§ Proceeding to Anping and Takao.
* Proceeding to Tamsui and Keelung.

These Formosan Liners will arrive at and depart from the Soon Yip Wharf, near the Harbour Office.

For FURTHER INFORMATION, apply to:—

H. YAMAUCHI,
MANAGER,
No. 1, Queen's Building.

Tel. Nos. 744 and 745. 56

THE EASTERN & AUSTRALIAN STEAMSHIP CO., LTD.

MAIL SERVICE TO AUSTRALIA.

SAILINGS SUBJECT TO ALTERATION WITHOUT NOTICE.

Steamer	Arrive Hongkong from Australia	Leave Hongkong for Australia
EMPIRE	10th June	On 1st July, 11 A.M.
EASTERN	3rd July	On 27th July, 11 A.M.

All Steamers fitted with wireless Telegraphy.

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity All State-Rooms have Electric Fans. A duly qualified Doctor and Stewardess are carried

For further particulars, apply to

GIBB, LIVINGSTON & CO.,
AGENTS
22

POST OFFICE NOTICE.

INWARD MAILS.

From	Per	Date
SHANGHAI	Luchow	7th June.
EURO » (London 10th May via Siberia)	Kamo Maru	7th June.
CANADA	Empress of Asia	8th June.
AUSTRALIA	Empire....	9th June.
AUSTRALIA	Nikko Maru	10th June.
... ...	... ...	... ...
... ...	... ...	... ...
... ...	... ...	... ...

OUTWARD MAILS.

For	Per	Date
Hoihow and *Haiphong	Kaifong	Wednesday, 7th, 9.00 A M
Fort Bayard	Suikai	Wednesday, 7th, 1.00 P M
Batavia Samarang, Soerabaya and Port Moresby (via Batavia)	Tjitaroem	Wednesday, 7th, 2.00 P M
Formosa via Keelung, Shanghai, North China and Japan via Kobe, Victoria, B.C. and Seattle ... ... (EUROPE via SIBERIA (Shanghai Brit. P.O. Monday, 12th June.	§Yokohama Maru	Wednesday, 7th, Registration 2.15 P M Letters ... 3.00 P M
Swatow, Amoy, Formosa via Takao & Anping	Soshu Maru... ...	Thursday, 8th, 8.00 A M
Hoihow and Haiphong	Hongkong	Thursday, 8th, 9.00 A M
Straits, Ceylon, Durban, Cape Town, *Teneriffe and *London	Kamo Maru ...	Thursday, 8th, 11.00 A M
Japan via Kobe	Kutsang ...	Thursday, 8th, 11.00 A M
Chinwangtao	*Jinju Maru ...	Thursday, 8th, 11.00 A M
Shanghai and North China	*Choysang ..	Thursday, 8th, 11.00 A M
Shanghai and North China ... ... (EUROPE via SIBERIA ... (Shanghai Brit. P.O. Monday, 12th June	Anhui ...	Thursday, 8th, Registration ... 2.15 P M Letters 3.00 P M
Formosa via Keelung, Japan via Kobe, Victoria, Seattle, Tacoma, Vancouver and *United Kingdom via Canada ...	†Tilan ...	Friday, 9th, Registration ... 10.15 A M Letters ... 11.00 A M
Weihaiwei, Chefoo and Tientsin	Kueichow ...	Friday, 9th. 3.00 P M
Saigon	Kashing	Saturday, 10th, 11.00 A M
Straits and India via Calcutta	Kumsang ...	Saturday, 10th, 2.00 P M
Philippine Islands	Yuensang	Saturday, 10th, 2.00 P M
Shanghai and North China	Wosang	Saturday, 10th, 5.00 P M
Hoihow and Haiphong	Loksang	Saturday, 10th 5.00 P M
Swatow, Amoy and Formosa via Tamsui ..	Kaijo Maru ...	Sunday, 11th, 9.00 A M
Japan via Nagasaki...	Nikko Maru	Sunday, 11th, 9.00 A M
Shanghai, North China and Japan via Kobe	Mishima Maru ...	Tuesday, 13th, 9.00 A M
Sandakan	Hinsang	Tuesday, 13th, 11.00 A M
Swatow, Amoy and Foochow	Haitan	Tuesday, 13th, 1.00 P M
Philippine Islands, Australia, Tasmania New Zealand, and New Guinea via Thursday Island	Tango Maru	Tuesday, 13th, Registration... 2.15 P M Letters ... 3.00 P M
Philippine Islands	*Taming	Tuesday, 13th, 3.00 P M
SHANGHAI, NORTH CHINA, JAPAN via NAGASAKI VICTORIA, B.C. (CANADA, UNITED STATES, SOUTH AMERICA and UNITED KINGDOM VIA VANCOUVER) ... (EUROPE via SIBERIA (Shanghai Brit. P.O. Saturday, 17th June	Empress of Asia...	Wednesday, 14th, Registration... 9.45 A M Letters .. 10.30 A M
Straits and India via Calcutta	Laisang	Tuesday 13th, 2.00 P M
STRAITS, BURMAH, CEYLON, ADELAIDE, WESTERN AUSTRALIA, INDIA, ADEN EGYPT and EUROPE ... ... The Parcel Mail will be closed on Thursday, 15th June, at 5 p.m. ...	Nagoya ...	Friday, 16th, Registration... 10.15 A M Letters ... 11.00 A M
Philippine Islands, Australia, Tasmania New Zealand, and New Guinea via Port Darwin, ...	Changsha	Tuesday, 27th, Registration 10.15 A M Letters ... 11.00 A M

* Superscribed correspondence only.
† Superscribed correspondence for places other than Formosa and Japan.
§ Superscribed correspondence for Canada and United States.

LOCAL AND REGULAR MAILS OUTWARDS.

For	On Week-Days	On Sundays & Holidays.
Tai O	8.30 A.M.	—
Tai Po	10.00 A.M. 4.00 P.M.	9.00 A.M.
Cheung Chow	2.00 P.M.	—
Shataukok, Shatin and Sheungshui ...	4.00 P.M.	—
Aberdeen, Autau Ping Shan, Sai Kung Santin, Stanley	4.30 P.M.	—
Canton, Wuchow and Samshui	7.30 A.M. Regis. 5.00 P.M. Letters 6.00 P.M.	6.00 P.M.
Macao	7.15 A.M. 1.30 P.M.	8.15 A.M.
Kongmoon	6.00 P.M. Except Saturdays	6.00 P.M.
Nantau and Sanmui	6.00 P.M.	6.00 P.M.
Shamchun	10.00 A.M. 4.00 P.M.	9.00 A.M.

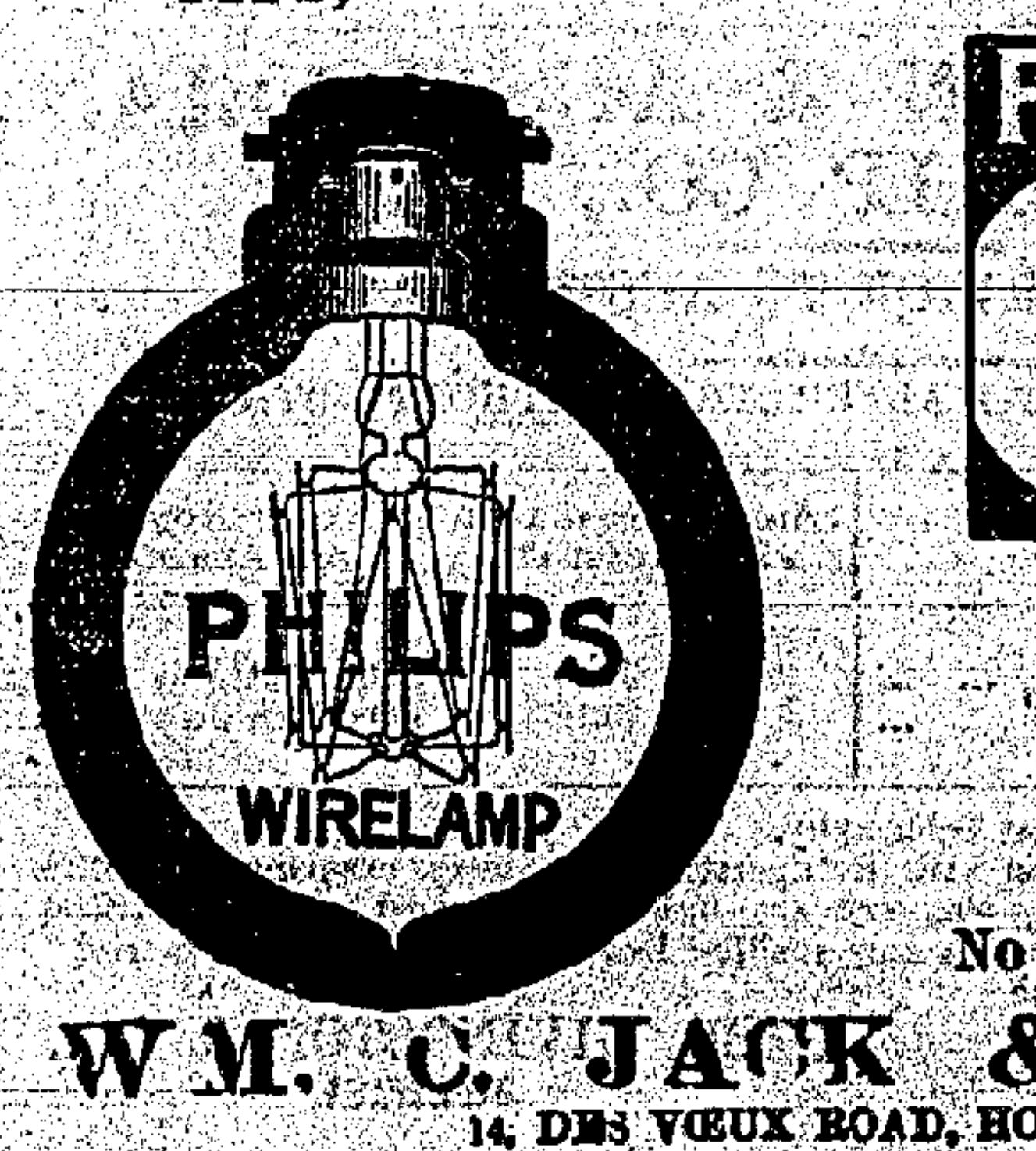
From Sheungwan Western, Branch P.O.

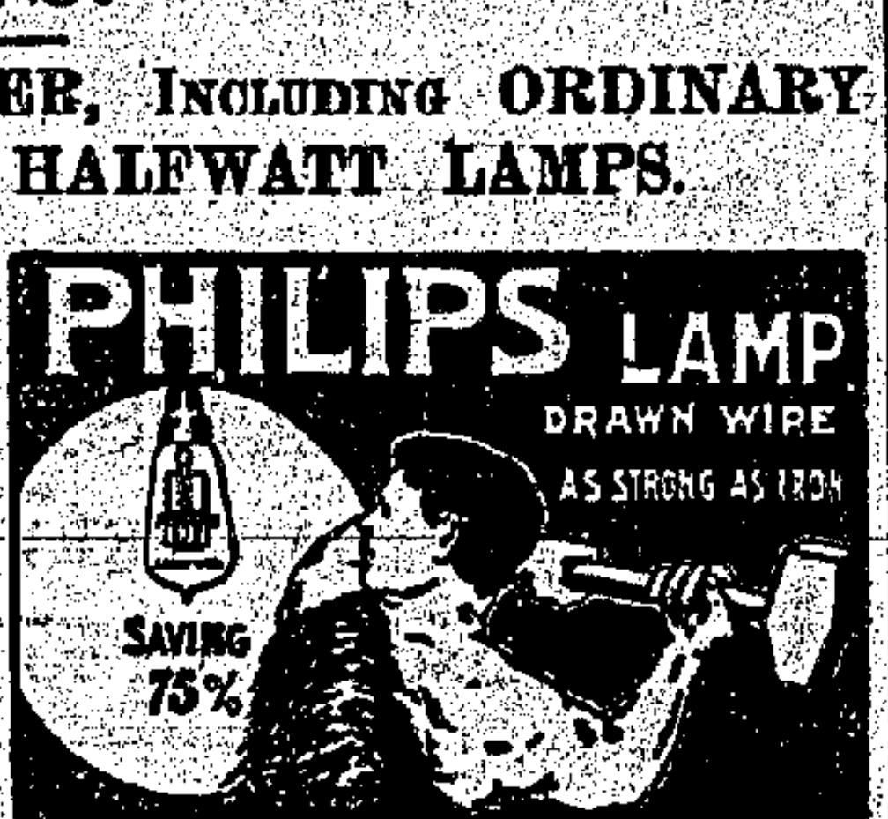
For	On Week-days	On Sundays & Holidays.
Macao	7.30 A.M. 1.30 P.M.	8.30 A.M.
Canton	7.30 A.M. 9.30 P.M.	9.30 P.M.
Tai Ping Tung	7.00 A.M.	7.00 A.M.
Shek Ki	9.30 P.M.	9.30 P.M.
Kongmoon	6.15 P.M.	6.15 P.M.
Kumchuk	6.00 P.M.	6.00 P.M.
Kaukong	6.00 P.M. Except Saturdays.	6.00 P.M.

In the case of Mails closing before 9 a.m. Registration closes at 5 o'clock on the previous evening.

JUST ARRIVED:
10,000
PHILIPS "PHŒBUS" ELECTRIC LAMPS.

FROM 5 TO 200 CANDLE POWER, INCLUDING ORDINARY TYPE, PROJECTOR, AND HALFWATT LAMPS.





STRONGEST
LAMP
MADE.

NO ADVANCE ON OLD PRICES.

WM. C. JACK & CO. LTD.
14, DES VŒUX ROAD, HONGKONG. 30

COMMERCIAL.

CLOSING QUOTATIONS.

June 6th.

ON LONDON:—	
Telegraphic Transfer	2/1⅜
Bank Bills, on demand	2/1 7/16
Bank Bills, at 30 days' sight	2/1½
Bank Bills, at 4 months' sight	2/1 7/16
Credits, at 4 months' sight...	2/1⅝
Documentary Bills 4 mos.' st.	2/2
ON PARIS:—	
Bank Bills, on demand	296
Credits, at 4 months' sight...	306½
ON NEW YORK:—	
Bank Bills, on demand	49⅜
Credits, at 60 days' sight...	—
ON BOMBAY:—	
Telegraphic Transfer	—
Bank Bills, on demand......	156
ON CALCUTTA:—	
Telegraphic Transfer	—
Bank Bills, on demand	156
ON SHANGHAI:—	
Bank Bills, at sight	71 n.
Private, 30 days' sight	—
ON YOKOHAMA:—	
On Demand	98½
ON MANILA:—On demand—Pesos	98½
ON SINGAPORE:—	
On Demand	89¼
ON BATAVIA:—	
On Demand	119¾
ON HAIPHONG:—	
On Demand	3½% pm.
ON SAIGON:—	
On Demand	3½% pm. n.
ON BANGKOK:—	
On Demand	73½
SOVEREIGNS, Bank's Buying Rate	$9.45 n.
GOLD LEAF, 100 fine, per tael ...	$55.90
BAR SILVER, per oz, ...	31⅜d.

SUBSIDIARY COINS.

			per cent.
Hongkong	cents pieces...	$ 1.70	discount.
Hongkong...10	"	$ 1.67	"
Canton.... 20	"	... $14.60	"
Canton.. ... 10	"	... $12.40	"

SHARE LIST.—QUOTATIONS.

HONGKONG, 6TH JUNE, 1916.

STOCKS.	NO. OF SHARES.	VALUE	PAID UP.	CLOSING QUOTATIONS CASH.	RETURN ON BASIS OF LAST DIV'D.
BANKS.—					
Hongkong & S'hai. Bank. Corporation	120,000	$125	all	$752½, buyers L'don	6 p.c.
China Borneo Company, Limited	50,000	$12	all	$8¾, sellers	
China Light and Power Company, Ltd.	50,000	$5	all	$4½, buyers	8½ p.c.
	50,000	$1	all	$4½/4.60, sales	7 p.c.
China Provident, Loan & Mortgage Co., Ld.	200,000	$10	all	$9, sellers	
COTTON MILLS.—					
S'hai. Cotton Manufacturing Co., Ltd.	40,000	Tls. 50	all	T. 84, buyers	
Kung Yik Cotton S. & W. Co., Ltd. ...	100,000	Tls. 1	all	T. 11½, buyers	5½ p.c.
International Cotton Manuf'ing Co., Ld.	10,000	Tls. 7	all	Tls. 75½	
Laou Kung Mow Cotton S. & W. Co., Ld.	8,000	Tls100	all	Tls. 70	
Soeychee Cotton S. & W. Co., Ltd.	20,000	Tls. 50	all	Tls.	
Ewo Cotton Spin'g. & Weaving Co., Ld.	20,000	Tls. 50	all	T 130	8¾ p.c.
Dairy Farm Company, Limited.	40,000	$7½	$6	$24½	
DOCKS AND WHARVES.—					
H'Kong. & Kowloon Wharf & G. Co., Ltd.	60,000	$50	all	$31	4½ p.c. 3½ p.c.
H'Kong. and Whampoa Dock Co., Ltd.	50,000	$50	all	$119, buyers $119, sales	
S'hai Dock and Engineering Co., Ltd.	55,200	Tls100	all	T. 75, buyers	
New Engineering & S. B. Works Ltd.	150,000	Tls. 5	all	Tls. 6	
S'hai. and Hongkew Wharf Co., Ltd.	38,000	Tls100	all	Tls. 81, buyers	6½ p.c.
Green Island Cement Company, Limited.	400,000	$10	all	$9.40, sal. & buy. $9½, sales	
Hongkong Electric Company, Limited.	60,000	$10	all	$45, buyers	4½ p.c.
Hongkong Hotel Company, Limited.	20,000	$50	all	$112, sellers	4½ p.c. 5 p.c.
Hongkong Ice Company, Limited.	6,500	$25	all	$170	4½ p.c.
Hongkong Rope Manufacturing Co., Ltd.	60,000	$10	all	$32½, buyers	
Hongkong Tramway Company, Limited. ...	325,000	5/-	all	$6.30	5½ p.c.
INSURANCES.—					5½ p.c.
Canton Insurance Office Co., Limited...	10,000	$250	$50	$400	6½ p.c.
China Fire Insurance Co., Limited.	20,000	$20	$20	$156	
Hongkong Fire Insurance Co., Ltd. ...	8,000	$250	$50	$275	5¾ p.c.
North-China Insurance Co., Limited. ...	10,000	£15	£5	Tls. 175	
Union Insurance Society, Limited.	12,400	$250	$100	$910	
Yangtsze Insurance Association, Ltd. ...	12,000	$100	$60	$230 @ Ex 73	6½ p.c.
LANDS AND BUILDINGS.—					
H'kong. Land Invest. Agency Co., Ltd.	50,000	$100	all	$100, buyers	
Hongkong Central Estate, Limited.	10,000	$100	all	$98 sellers	6½ p.c.
Hongkong Land Reclamation Co., Ltd.	25,000	$100	$75	$200	7½ p.c.
Humphreys' Estate and Finance Co., Ld.	150,000	$10	all	$7	
Kowloon Land and Building Co., Ltd...	6,000	$30	$30	$33	6 p.c.
Shanghai Land Investment Co., Ltd. ...	78,000	Tls50	all	Tls. 91	
West Point Building Co., Limited. ...	12,500	$50	all	$26	
Maatschappij tot Mijn-' Bosch-en Landbouw exploitatie in Langkat	250,000	Gds.10	all	Tls. 26½, buyers	
MINING.—					
Ural Caspian Oil Corp., Limited.	1,000,000	£1	all	$1.6, sal. & buy.	
Chinese Engineering and M. Co., Ltd.	1,000,000	£1	all	27/-	
Raub Australian Gold Mining Co., Ld.	200,000	£1	all	$2.90, sellers	7 p.c.
Tronoh Mines, Limited	160,000	£1	all	39/-	
Peak Tramways Company, Limited	25,000	$10	all	$9½, buyers	
	50,000	$10	$1	$0.70	
REFINERIES.—					
China Sugar Refining Co., Limited. ...	20,000	$100	all	$108, buyers	
Luzon Sugar Refining Co., Limited	7,000	$100	all	$31	5 p.c.
STEAMSHIP COMPANIES.—					
Douglas Steamship Company, Limited.	20,000	$50	all	$130	4½ p.c.
H'kong., Canton & Macao S. B. Co., Ld.	20,000	$15	all	$12, sales	
Indo-China Steam Navigation Co., Ld.	60,000 d. 60,000 f.	£5	all	pref. $45 def. $117, buy $117½/118 sale	7½ p.c.
Shell Transport and Trading Co., Ltd.	4,047,810	£1	all	96/-	4¾ p.c.
Star Ferry Company, Limited.	40,000	$10	all	$36	
South China Morning Post, Limited	6,000	$25	all	$29	7¼ p.c.
Steam Laundry Company, Limited	90,000	$5	all	$3½	
STORES AND DISPENSARIES.—					7 p.c.
Powell, Wm., Limited	21,000	$7	all	$8, buyers	9 p.c.
Watson & Co., A. S., Limited	90,000	$10	all	$7.60, sellers	6 p.c.
Union Waterboat Company, Limited	50,000	$1	all	$14, buyers	

Loans.	Amount.	Value	Interest.	Quotations
Chinese Imperial 1886.	Tls.767,200.	Tls. 250	7% p. annum	Par.

VERNON & SMYTH, *Share Brokers.*

HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, June 6th.

	Previous Day at 2 p.m.	On Date at 6 a.m.	On Date at 2 p.m.
Barometer	29.71	29.67	29.68
Temperature	82	81	82
Humidity	82	85	83
Wind Direction	SW	SW	SW
Force	3	3	3
Weather	o	oq	oq
Rain		0.54	—

Highest open-air Temperature on 5th ... 83

Lowest open-air Temperature on 5th ... 76

FORTHCOMING EVENTS.

Friday, 9th June:—
Noon—A. S. Watson & Co., Ltd., Thirty-First Annual Ordinary General Meeting at the Hongkong Hotel.

Tuesday, 13th June:—
3 p.m.—Auction of Crown Land at Public Works Dept.

ON SALE.

BOUND VOLUMES of the *HONGKONG WEEKLY PRESS*, JULY to DECEMBER, 1915. With INDEX. Price $7.50.

On Sale at the "HONGKONG DAILY PRESS" Office.

Hongkong, 10th March 1916.

THREE CASTLES
CIGARETTES — MAGNUMS

The Perfect Smoking Qualities of
THREE CASTLES "MAGNUMS"
are recognised and greatly appreciated all over the world and they still remain
THE OLD FAVOURITE.

BANKS

HONGKONG AND SHANGHAI BANKING CORPORATION.

Paid-up Capital	$15,000,000
Reserve Funds:—	
Sterling £1,500,000, at 2/—	$15,000,000
Silver	$18,000,000
	$33,000,000
Reserve Liability of Proprietors	$15,000,000

COURT OF DIRECTORS:

W. L. PATTENDEN, Esq.—Chairman.
S. H. DODWELL, Esq.—Deputy Chairman.

G. T. M. Edkins, Esq.	Hon. Mr. D. Landale.
C. S. Gubbay, Esq.	J. A. Plummer, Esq.
Hon. Mr. P. H. Holyoak.	Hon. Mr. E. Shellim

CHIEF MANAGER:
Hongkong—N. J. STABB, Esq.

MANAGER:
Shanghai—A. G. STEPHEN, Esq.

LONDON BANKERS:
LONDON COUNTY AND WESTMINSTER BANK, LIMITED.

HONGKONG INTEREST ALLOWED.

On Current Account at the rate of Two per cent. per annum on the Daily Balance

ON FIXED DEPOSITS.

For 3 months,	2½	per cent.	per Annum.
" 6 "	3½	"	"
" 12 "	4	"	"

N. J. STABB,
Chief Manager.

Hongkong, 21st February, 1916. [9

THE BANK OF CHINA. GOVERNMENT BANK.

(SPECIALLY AUTHORISED BY PRESIDENTIAL MANDATE OF 15TH APRIL, 1913.)

Authorised Capital	$60,000,000
Paid-up Capital	$10,000,000

HEAD OFFICE:—PEKING.

BRANCHES AND SUB-BRANCHES.

SHANGHAI: NANKING: Chinkiang, Yangchow, Wusieh, Wuhu, Anching, Tatung, Tsinkiangpo, Soochow. HANKOW: Shashi, Ichang, Nanchang. TIENTSIN: Paoting, Tongshan Luanhsien, Tsangchsien, Hsingtai. HANGCHOW: Wechow, Shaohsin, Chiahsin, Lanchi, Huchow, Ningpo KAIFENG: Changteh, Sinyang, Loho, Chowkeu. TSINAN: Chowtsun, Tunhsien, Linchi, Lintsing, Tsinien, Yihtuh, Huiming, Chefoo, Tsingtao TAIYUAN: Yuncheng. FOOCHOW. CHANGCHUN: Kirin, Moukden, Newchwang, Dairen, Harbin, Tsitsihar, Tieling, Chinchow, Antung CANTON. KUEIYANG. PEKING Kueihwa, Suiyuancheng, etc., etc.

CANTON BRANCH

Interest allowed on current account and Fixed Deposits. Terms on application. Every description of Banking business transacted; loans granted on approved securities. Special facilities for Home Exchange.

Hongkong, 13th October, 1914. [560

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.

HEAD OFFICE—LONDON.

Paid-up Capital...	£1,200,000
Reserve Fund	£1,800,000
Reserve Liability of Proprietors	£1,200,000

FOREIGN EXCHANGE and General Banking business transacted.

CURRENT ACCOUNTS opened and FIXED DEPOSITS received for 1 year or shorter periods at rates which will be quoted on application.

WM DICKSON
Manager.

Hongkong, 8th June, 1914. [11

BANKS

THE BANK OF TAIWAN, LIMITED

(INCORPORATED BY SPECIAL IMPERIAL CHARTER).

Capital Subscribed	Yen 20,000,000
Capital Paid-up	" 12,500,000
Reserve Funds	" 4,680,000

President: TETSUTARO SAKURAI, Esq.
Vice-President: KOJURO NAKAGAWA, Esq.

DIRECTORS.

IYETOSHI SADA, Esq.
KYOROKU YAMANARI, Esq.
SHINGO MINAMI, Esq.

HEAD OFFICE
TAIPEH, FORMOSA (TAIWAN).

BRANCHES AND AGENCIES.

Akoe	Kagi	Makung	Taichu
Amoy	Karenko	Osaka	Tainan
Canton	Keelung	Shanghai	Taito
Foochow	Kiukiang	Singapore	Takow
Giran	Kobe	Shinchiku	Tamsui
Hongkong	London	Swatow	Tokyo

Correspondents at

Cheribon, Cheefoo, Dairen, Fusan, Iloilo, Jolo, Macassar, Mukden, Moji, Nagasaki, Nagoya, New York, Semarang, Seoul, Shimonoseki, Soerabaya, Tientsin, Yokohama, Zamboanga, Haiphong, Hanoi, Saigon, Bangkok.

HONGKONG OFFICE:
3, DES VŒUX ROAD.

The Bank Transacts Every Description of General Banking and Exchange Business.

Interest allowed on Current Accounts and Fixed Deposits.

Y. KIKUCHI,
Manager.

Hongkong, 12th May, 1916. [642

THE MERCANTILE BANK OF INDIA, LIMITED.

HEAD OFFICE: 15, Gracechurch St., London.

Authorised Capital	£1,500,000
Subscribed "	1,125,000
Paid-up "	562,500
Reserve Fund "	550,000

BANKERS:
THE BANK OF ENGLAND.
THE LONDON JOINT STOCK BANK, LIMITED.

BRANCHES

Bombay	Galle	Karachi	Penang
Calcutta	Hongkong	Kota Bharu	Rangoon
Colombo	Howrah	Kuala Lumpur	Shanghai
Delhi	Kandy	Madras	Singapore
Port Louis (Mauritius)		Mahé (Seychelles).	

HONGKONG BRANCH.

Every description of Banking and Exchange business transacted.

INTEREST allowed on Current Accounts at 2 per cent. per annum on Daily Balances and on Fixed Deposits at rates that may be ascertained on application.

C. CHAMPKIN,
Acting Manager.

Hongkong, 25th May, 1916. [79

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed on the Minimum Monthly Balances at 3½ per cent. per annum.

Depositors may transfer at their option balances of $100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 per cent. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,
N. J. STABB
Chief Manager

Hongkong, 2nd November 1914. [16

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